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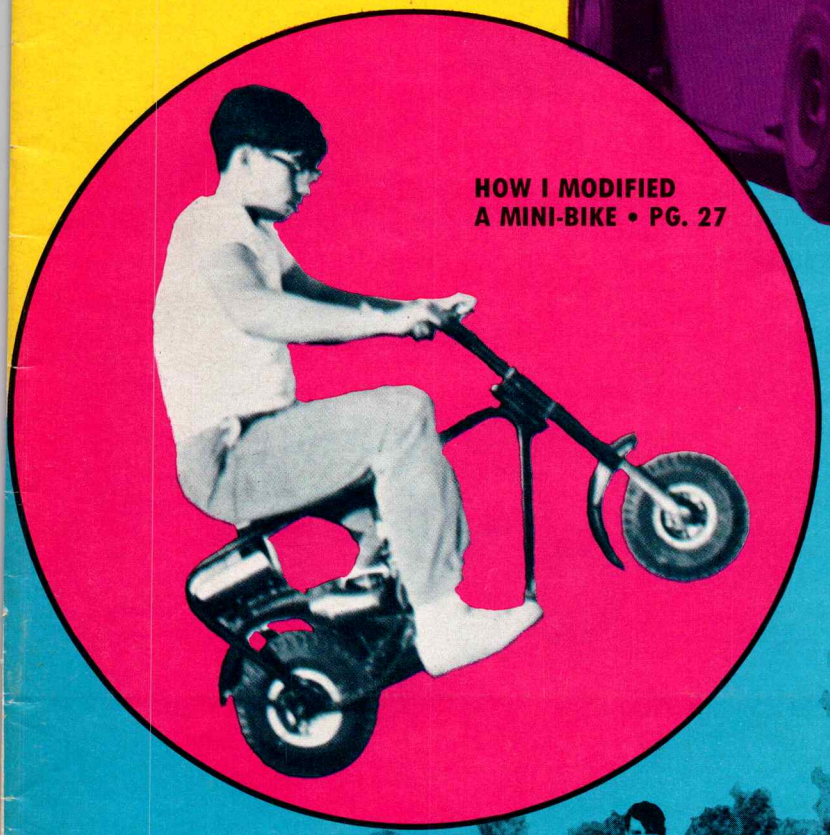
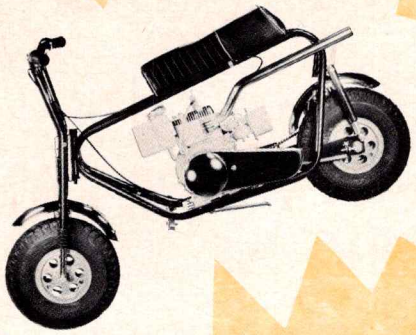
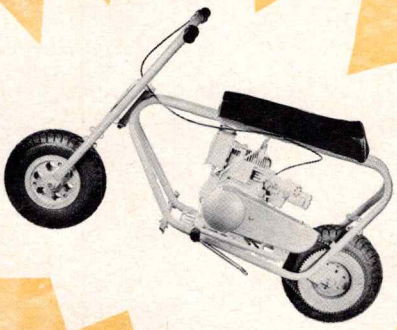


HOW I MODIFIED
A MINI-BIKE • PG. 27

KARTING AT HOBBS ENDURO II,
RIVERSIDE, SAN ANGELO ENDURO,
LAS VEGAS AND VIRGINIA ENDUROS.

EXCITING NEW SPORT: MINI-BIKE SOCCER • PG. 14





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60¢

magazine VOLUME 10, NUMBER 1 • MARCH-APRIL, 1968

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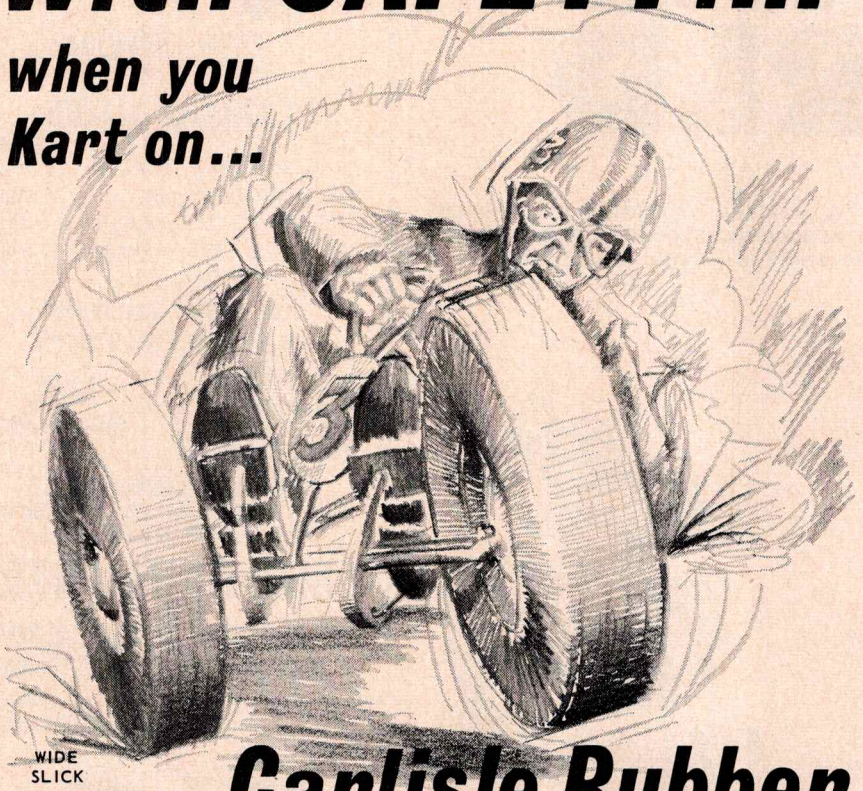

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A NEW TRACK IN ALASKA!

Hello, Dave;

At last we have all the problems out of the way for building our kart track here in Ketchikan, except for a legal opinion by the city attorney, which is no problem. And then we start work on the track. This is going to be unique in that it will be constructed of plank.

Yes, I know the regulations against it, but we are asking for a variance on that requirement and hope to get it since it is out of the question to put in a blacktop or concrete track in this muskeg. Man, there are places you can drive a telephone pole out of sight and still not hit bottom.

It seems that one of the basic requirements of IKF is in the interest of safety and we wholeheartedly agree. This will be made as safe as you can go insofar as the establishment is concerned.

However, we are completely in the dark about Karting since this is the first venture into it here. But we are willing to learn and want a first-class fun place. We want 8 karts for rental, and there will be many driver/owner karts very shortly. The track will be about 1,000' with a switchback inside an oval.

Sincerely,
Gordon H. Lloyd
410 Mission Street
Ketchikan, Alaska

Editor's Note: Any pointers on building and operating a new track will be appreciated by Gordon, and you kart manufacturers should send him your catalogs.

Sirs:

I watched Elmer Frieber's Margay kart eat up some more of those cats recently at Champaign. All mine got was a couple of old dogs.

This was all pretty much as things usually go at the races. The thing that is bothering me is the way his driver, Mr. Roll, was trying to eat up the chick that awarded the trophies. I would suggest a wee conference with the gentleman in question in regards to this matter. Remind him that when at the races, it is cats that he's after, not chicks.

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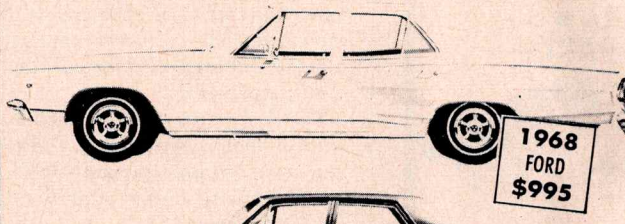

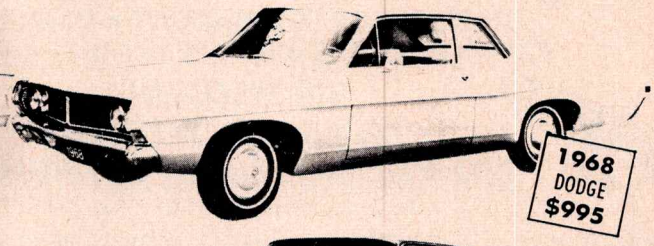

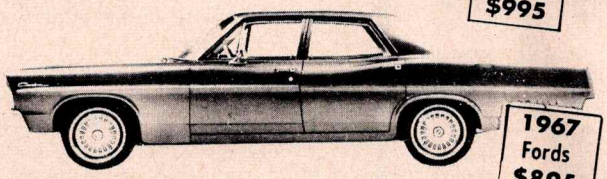

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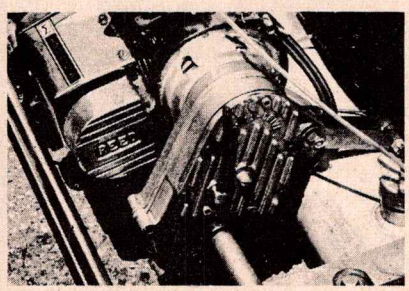

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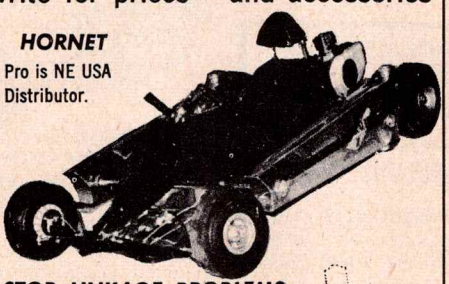

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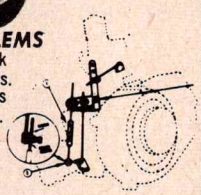

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Dear Sir:

Thought I would send some information for your "Karting 'Round the World" section. Our club is located at the Naval Station, Rota, Spain. We have a fine track here that was built about 1959 or 1960 by members of the club and just people interested in having recreational facilities for off-duty personnel.

The base backs our club well in that the station hobby shop keeps a relatively good supply of frequently used parts and the less frequently needed ones the club orders from the states.

We have approximately 40 members in the club, of which about 25 race consistently each Sunday. We race only for trophies based on the highest point standing at the end of a 12-week season. At the end of the regular season we have our "enduro." Normally we'll take a couple of weeks off after the "enduro" and then start a new season.

Our classes are sportsman senior, sportsman junior, "A" standard, "A" super, "B" limited, and "B" open. Our classes may not conform exactly to karting in the states, but we try to give a little leeway due to the fact that it takes a while to get parts.

In addition to the kids and men who compete, we also have a "powder puff" class for the ladies. We feel as long as we have the ladies interested it will greatly help keep it a family sport and insure a continuation of our club. I might add that one of our ladies has just equaled our track record for our "B" limited class.

Although the track has been here for quite sometime, due to transfer of personnel, we only have a couple of "ole time" karters in our number, one of which, Al Steele was the "Southwest Texas Short Track" champ for 1965.

Our track is a very good test of machinery and driver skill. It consists of anoutside ¼-mile oval and a 4-curve, ¼-mile inside course.

We enjoy your magazine as it is our only touch with the outside "karting world" so to speak. Also we would appreciate any information, news, literature, or anything pertaining to karting from yourself or any of your readers.

Respectfully,
Danny T. Jenkins
Box 7 ATC, U.S. NavSta
c/o FPO N.Y., N.Y. 09540

Dear Dave:

Getting settled into our new house here after the move from El Segundo, Calif. Ready to reassemble the machinery and get out to the two nearby kart tracks – Whizzer and Green Valley.

I enjoyed talking to you at the Mission Inn Tavern and was impressed with your enthusiasm for karting. To clarify any possible misunderstanding I would like to suggest:

FKE karts with adequate power (single and dual 8.2 cu. in. might do it), racing for money could go over big – if spectators can be near enough to see well and exhaust noise racy but not objectionable. Precede FKE sprints by Jrs. in open karts racing for carefully selected merchandise awards that have been fitted with some karting emblem and an engraved plate – such as the desk sets given at El Segundo Invitational. Keep them "amateur" till about 18 years old at least.

Thanks for the help and visit us if you get down this way.

Sincerely,
Harold V. Montgomery
22 Page St.
Hurst, Texas 76053

Dear Sirs:

I don't know if this will be printed or not, but I have a lot to say about your magazine and an organization that claims it does everything for the betterment of karting. Before I start on the beefs, I would like to say a few words on your magazine. It's Great!! I actually don't know what would hold karters over the nation together if it wasn't for you. Everyone here in Lubbock is for you 100%. We are real proud of the coverage our Texas editor, Ruby Osborn, and you, KARTING WORLD have given us. Thanks for a great job.

Now about that fouled up IKF. The karters here in Texas believe that IKF is going too professional and that they have taken much of the basic idea of the sport and thrown it out the window. It seems that everything IKF does is for the benefit of the manufacturers and the "money" karters. If things keep going the way they have been, karting will become almost completely professional, and when it does, I'll guarantee you'll break the amateur standing, the backbone of karting. You'll also lose many, many entries in the IKF races around here. By the way, who dreamed up this Formula 5 and its relation to FKE class and how they could be switched around, etc.? I've seen some pretty bad ideas before, but this takes the cake.

Here in Lubbock everything we do for karting involves everyone in the family. When someone goes out to race, it's generally a combined family effort. If IKF goes on the way they are now, we'll never see a true family effort again. The sport will die down to a hard core of professionals and it will blow away like the sand. We feel that IKF sucks eggs and that they had better take a new long hard look at karting if they are going to keep what little popularity they have got in West Texas. Thank you for listening to me and I hope you print my letter.

Sincerely yours,
Johnny Brewton
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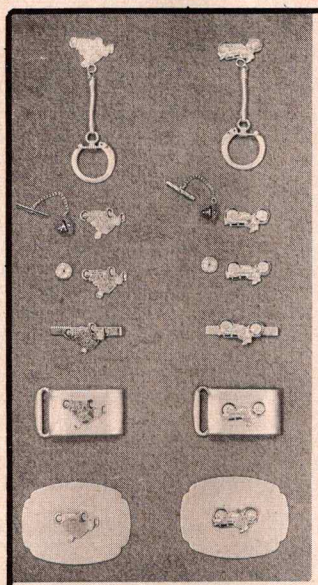

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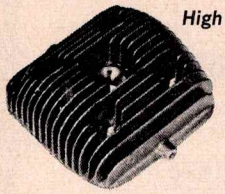

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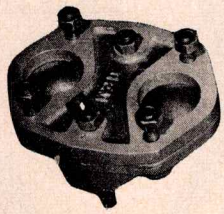

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Gentlemen:

First of all let me tell you what I think of your magazine and its articles. They're GREAT! I have always liked go-karts and mini-bikes and your magazine has given me many hours of enjoyable reading over the years. I am now preparing to work on my mini-bike engine this winter and I DO NEED some valuable information from you. I must tell you that I did enjoy the magazine before you took over but it is much better now. I thought about this project several years ago but I never got around to doing it. I saw an answer to a letter in the July 1965 KW Karting Korner column. It is on page 6 listed under the title of "Modified Bushing Stormer." I have succeeded in building a very nice mini-bike since that time. My power is through a 4HP Briggs & Stratton engine. This is quite satisfactory for average running, but I want a little more snap out of the hole and on top end. Therefore after relying on my years as a drag racer, stock car racer, and association with go-karts I have decided that this stock little machine can be turned into a real STORMER. I happen to have a thorough knowledge of engines. I know my engine inside out and have some literature from Briggs & Stratton that gives complete instructions on how to repair their engines. I plan to do the following work on the engine:

Install 1⅛" exhaust valve; 1¼" intake valve; 1" stock; 1⅛" stock; change from 45 degree seat angle to a 30 degree angle; heavy racing valve springs (dual springs); racing keepers, retainers, and tappets; the valve seats will be ground with successive angles for a rounded port and better gas transfer.

The stock compression ratio of 5.5 to 1 will be raised to 10.5 to 1 with a special head. A high performance, high lift, long duration cam will also increase the gas volume considerably. The stock piston will be replaced with a racing version as will the con rod so that they can handle the stress of the modified engine. To feed the gas to the oversize valve and the high lift cam, I plan to use two (2; Del Lorto 1" slide valve carbs on a special high riser aluminum manifold that will give a good ram effect for the large gas mixture.

The stock muffler will be replaced with a turned exhaust system. The cam will have a lift of at least .300" and might even have .520" if I want to drag the bike. The ports and head will be polished to cut down on friction of incoming and outgoing gases.

I will now ask you several questions that MUST be answered if you want to help me. What would you say the new HP rating would be? What clutch will hold up under this engine? (I used a Max-Torque 4-cycle clutch on my stock engine and the clutch had to be sent back to the factory as it cannot handle the load and power of my engine.) Will my engine safely rev to 5,000 RPM? I can hit 4500 RPM stock. Do you know of anyone in the U.S. who sells or can make me a cam, piston, rod, or high compression head? If you do please send the name and address along with your reply to this letter. Where can I buy alcohol and other racing fuels? Do you think this will be an interesting project? I cannot be discouraged from this project as I feel that it is a challenge that will prove to be very beneficial. I KNOW that everyone who sees the finished product will be amazed at the performance of this engine.

I guess I forgot to tell you that the bore is 2½" and the stroke 2⅛". This will work out to 10.43 C.I. or 170cc. Please send me a reply immediately as I have started to buy the available parts and need your answers. I know that you will answer as you are the only one I can write to. Any other information or suggestions that you have on the matter will be appreciated. I will answer you ahead of time in hopes that you will answer this letter as soon as possible.

Thank you very much,
Randy Hubbard
23 Eureka Avenue
Saratoga Springs
New York 12866

Ed. Note: Randy, we've sent your questions on to the manufacturers concerned so you should be hearing from them directly. We are printing your entire letter here, however, in case some of our readers can give you more help—or can gain some knowledge themselves from your enterprising efforts. Good luck and keep KW informed on your progress.

Dear sir:

Your September issue of Karting World was a real shocker (pleasant type), for on page 9 was the article describing our F K E-I then on page 41 was a very good shot of our two-speed shift. Thank you very much for your coverage, however I would have appreciated my name being mentioned as author and builder of the F K E.

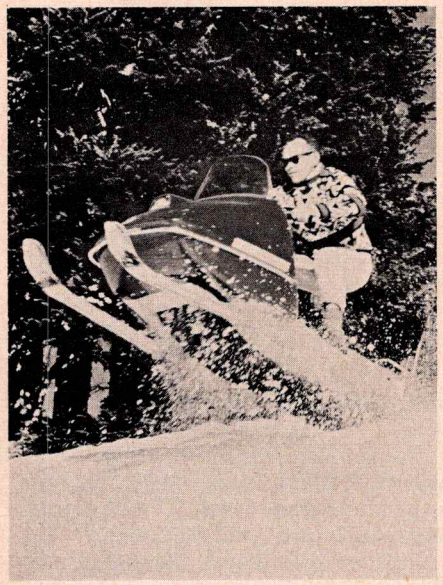
I will give you a run down on our current status and future plans. We have been running our two speed FKE since April with good success, having finished 1st or 2nd in seven races. To date we have had zero problems with this combination. The 2 speed has not required any maintainence, adjustment or lubrication to date. When using the 2-speed we find it gives us quite an advantage over our competitors.

We now have one machine set up using ½ of the two speed as a clutch. This has proven to be a completely reliable unit that does not burn or slip and provides a full neutral for starting engines and warm up with no plug fouling. Also this set up can be run on the foreign engines as they come out of the box without having to purchase the costly adaptors. We have such a set up in the mill now.

The first units should be available on a selective basis by December. The retail cost of the 2-speed will be approximately $150. The single clutch unit $75. You can be assured that when we are ready to advertise our product for mass sales that it will be done in Karting World. As yet we are not too sure there is enough market to warrent our investment. What do you think the potential would be?

Yours Truly,
Paul A. Moore
Bob Lee
% 4300 Skylark Dr.
Englewood, Ohio 45322

New Products



1968 RUPP SNO-SPORTS UNDERGO RIGOROUS TESTING

Rupp Manufacturing, Inc., Mansfield, Ohio has introduced their 1968 Sno-Sport snowmobile line after rigorous field testing. According to H. E. (Mick) Rupp, President of the 8-year-old snowmobile/cycle/kart manufacturing company, the new Sno-Sports underwent intensive and rugged testing at Mammoth Mountain, California and Anchorage, Alaska.

Rupp said, "The Sno-Sports surpassed all our expectations and really came through all tests like thoroughbreds. We actually out-performed more powerful competitive snowmobiles as well as all other machines in our class. We experienced all terrain, weather and snow conditions and the Sno-Sports never lost their spirit. Even on the steep slopes at 10,000 feet on Mammoth Mountain, the machines experienced little power loss." He elaborated, "We added three major engineering innovations that were largely responsible for the exceptional all-round performance. The all new 298cc 2 cycle Sachs engine gave us peak power ... even at high altitudes; the all new track and positive response torque convertor gave us a consistently firm and aggressive bite."

Thomas Erhardt, Director of Engineering with the firm, said, "Deep, punishing troughs and moguls did not affect the reliability or performance of the Sno-Sports, even at high speeds. Handling has been improved, even over last year's models. The machines are more agile and maneuverable than anything on the market. So much so that even youngsters will be able to easily drive them."

According to the manufacturer, standard equipment on this year's models include: a rugged, lightweight all aluminum frame/body; an easily removable, almost indestructable fiberglass cowl; an attractive aluminum bulkhead for structural strength; a handsome aluminum dash and glove compartment; a 298cc 2 cycle Sachs engine; an optional electric starter; 12 volt electric light system; chrome plated bumper; new drive torque convertor with ball bearing belt roller; new torque sensing driven torque convertor; No. 35 double strand drive chain with continuous oil bath; high alloy steel ski springs; replaceable steel ski wear bars; new center driven rubber drive track with transverse steel reinforcing rods; idler wheels on both sides of drive sprockets; new polyfoam seat/back rest with low-temperature resistant vinyl covering; 5 gallon capacity steel fuel tank; plus many more features.

Key specifications are: 90" length with skis; 33¼" width; 41" height to top of windshield; 15½" track width; 53½" track length; 280 lbs. weight; and a seating capacity of 2 adults.

Larry Krick, Sales Manager with Rupp, indicated the stylish Sno-Sports are finding wide acceptance in the rapidly expanding snowmobiling sport. The machines find wide use with many people including rangers, ski resorts, competitors, law enforcement agencies, lumbermen, farmers, utility companies and most importantly, fun-conscious families. Krick indicated that interested buyers or dealers should contact Rupp Manufacturing, Inc., Dept. SNR, P. O. Box 1095, Mansfield, Ohio 44903 for more information.

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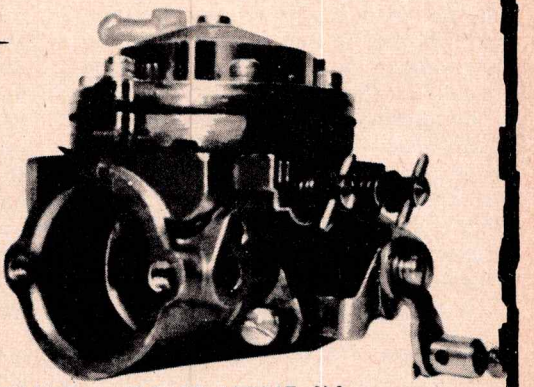

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New Model 194C

$24.95 each

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SAN ANGELO KART CLUB HOSTS ENDURO

By RUBY OSBORN

Willie Nunez of El Paso, Tex., two time National Champion, set a new track record at the Benefit Enduro conducted Nov. 4 and 5 by San Angelo Kart Club on the two-and one-quarter mile raceway near Wall, Tex. Nunez turned the track at 1.46 to beat the 1.48 he set in 1966. Gene Renegar of Dallas, 1967 Stock Lite Champion, challenged Nunez and turned a time of 1.44. Nunez fired up again and turned the track at 1.43 to retain his record; thus these two pacemakers set the tone for the entire event.

Race day dawned clear and calm but before the first race was run the sky was overcast and the sun remained behind heavy clouds. The weather was chilly but the absence of moisture made for a good race day. A big per cent of the starters finished; but whether or not the weather had anything to do with engine performance is for the experts to say.

Joe Sharp, Hornet driver from Oklahoma City, Okla., showed the Texas boys around the track in A Open Heavy. Other winners were Charles May, Austin, Tex., second; Ronald Foster, Lubbock, Tex., third; and Chester Bruton, San Angelo, fourth. This was an important day for Sharp, a member of the Air Force enroute to overseas duty, as he also won top trophy in A Open Lite to become the only double first place winner.

Steve George, Corsicana, Tex., took a commanding lead in A Open Lite but mechanical trouble soon retired him to the pits. Gene Renegar, Dallas, was second man with Ronald Foster, Lubbock, picking up his second third place trophy. Alan Drake, Lubbock, came in fourth.

There was plenty of action in Stock Lite with Richard Peck coming in first. Other winners in this class were Lonnie Holliday, Fort Worth, Tex., second; James Shores Jr., Fort Worth, third; and James Lindsay, Houston, Tex., fourth.

Louis Goodwin, Waco, Tex., was probably the proudest trophy winner at the race when he placed first in Stock Heavy. This was the first win at an IKF Sanctioned Enduro for Goodwin, who has been karting since he ran in the first Lubbock Buffalo Lakes Road Race in 1960. James Shores, who has been karting only one year, picked up a second place win to go with the third place trophy he won in Stock Lite. David Moffit, San Antonio was third. James Lindsay was fourth man, his second win of the day in that position.

Ronald May was out in front all the way in B Open. Using special formula oil, May was driving a Hornet equipped with two McCullough 91s, chain drive, IS clutch, Horstman muffler and Tex-Con tires. A real battle for second and third places lasted the full hour of the race with Elwood McMahan, Chickasha, Okla., coming in ahead of Lowell Howe, Kerrville, Tex. Cecil Lassiter, Abilene, placed fourth in his first B Open Enduro try.

Sonny Jordan, Fort Worth, and Lee Christian, Lubbock, were featured in a battle of B Bombs in B Limited. Jordan, running out of fuel, was slowing down with Christian coming on fast when the checkered flag dropped. Sonny rolled into impound and just made the weight limit of 300 pounds. Jim Henderson, Abilene, Tex., proved the Mc75s are still competitive by placing third, ahead of another B Bomb driver, R. J. Staples, Houston.

B Stockers, Louis Margos, Austin, and Perry Nelson, Odessa, Tex., ran first and second all the race. It was a thrilling finish with Margos passing Nelson just before the scoring chute on the last lap to win the race.

RACE IS ON — A fine start for A Open Heavy drivers at the San Angelo Enduro.

Keith Christian, Lubbock, son of IKF Governor Lee Christian, held his record as a first place winner in Junior Stock. Frank L. Shacklee, El Paso, was second; Scott Jones, Odessa, third; and Ed Nesbitt, Austin, fourth. Young Shacklee, who took second place to Keith in a recent Enduro, was out to win this race with his new Mc91 but he still didn't have what it took to outclass Keith. Keith made one lap more than Shacklee but the checkered flag dropped just in time for Keith who came in on a flat rear tire.

Irby Gene Harper, Lubbock, was leading the pack in Modified Sportsman until his Mc6 began to fail. Attempting to avoid a stuck engine, Harper gave it more fuel but saw his lead fade away when Pat Patterson, Oklahoma City, Okla., passed him. By petting his faithful engine, which he had driven in four other Enduros without repair, Harper came in second, just ahead of Charles Dillman, Norman, Okla. At teardown, Harper's dad, Gene Harper, said, "Well, son, I guess your old engine has had it. It needs an overhaul before the next race."

Stock Sportsman winner was Barry Beurershausen, Port Lavaca, Tex., with Jim Corbell, Big Spring, Tex., second; Doris Curl, Kerrville, driving her first Enduro and one of the three women entries, third; and Randy Shropshire, fourth.

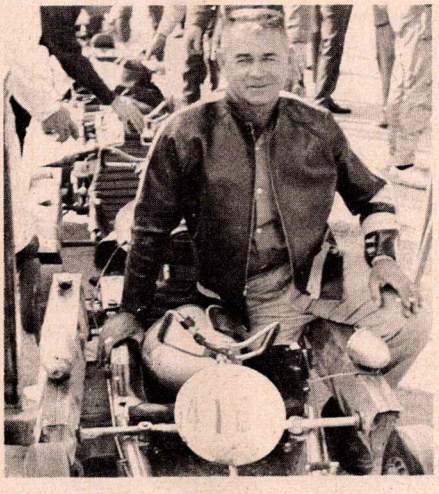
A number of the well known karters were in the hard luck section. Tex Anderson of Medina, Tex., Barry Marshall of San Angelo, Earl Cook of Abilene and Jim Akkerman of Houston didn't make the grid. Tommy Pessing of San Antonio was probably the saddest of all the competitors. He had every reason to cry a bucketful of tears as he came in first place in Stock Heavy only to be disqualified for being about 20 pounds light. A rock hit the valve on his water tank and his ballast dripped out—all this on top of blowing another engine in Stock Lite.

Coy Meares, race director, conducted a well-planned Enduro. Coy's biggest problem was getting the track clean and keeping it that way for the races. The abandoned air strip, where the races were run, is in the middle of a field and the farmer continued to dump his stripped cotton on the track. Coy kept his sweeping crew busy early Saturday and Sunday mornings and had the track in the best possible condition for the racing events.

Proceeds from the race will be used for the club's service projects. This was the third benefit Enduro the San Angelo Club has conducted. Don Holley is president of the 15-member club

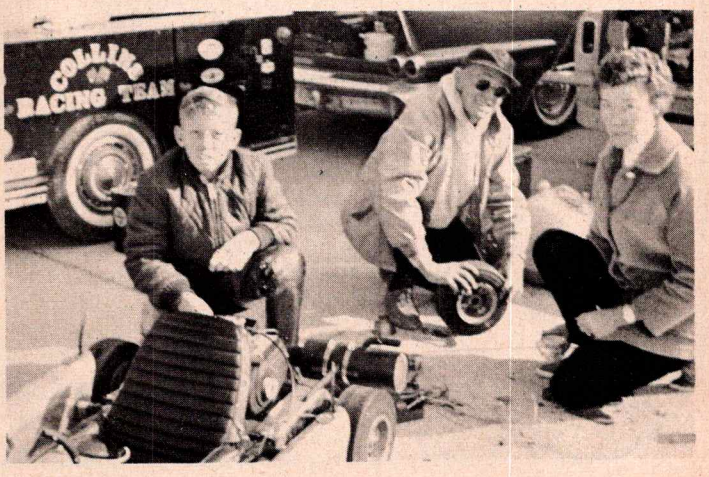
(Continued on page 32)

LET'S GET GOING — B Stockers on the grid for the final line check at the San Angelo Enduro.



WEIGH-IN WINNER — Charles May, Austin, was all smiles when he weighed in at the San Angelo Enduro. May was second in A Open Heavy.

FAMILY AFFAIR — Frank and Frances Shacklee of El Paso, Tex., pit for their son, Frank L. at the San Angelo Enduro.



YEAR END AT RIVERSIDE

Sending 1967 out with a bang December 30 and 31 was one of the largest crowds Riverside has seen for an enduro.

Mild weather greeted the contestants early Saturday morning. Practice got under way at 8 A.M., with single and dual engine equipment taking their turns.

Having covered the Las Vegas race and noticing the fine equipment, I was extremely pleased to see that this is a trend that is growing. Not only were the majority of the machines present exceptionally clean and well designed, but the drivers themselves were very colorfully attired in a wide range of colors.

One individual who was dressed in metallic green vehicle racing gear had the number "00" and when he came into view his machine gave the appearance of a rather large insect.

Sunday being New Year's eve, one of the races was held on Saturday, allowing enough time for the contestants to travel safely home.

One thing that stood out above the rest of the good features of this meet was the close parsimony of drivers in racing competition. All the races on Sunday, and the one on Saturday had not one but many close fought battles.

As a race would progress three or four packs sometimes more would form. In each one of these packs there would be from five to eight machines battling for position. In between there would be a driver in the midst of transferring themselves to a better position in another pack.

A fatal injury occurred on the back straight just out of 7-B on Saturday. It seems that a jack rabbit was not quick enough and met an untimely end at the hands of a quickly moving machine.

During the last practice on Saturday I took a walk around the track. The length of this walk was not meant to be a long journey. But I had lost my chain oiler on one of the turns and I would not run until I round it. Through the course of my walk I discovered a great number of things. Mostly that many people are getting lax in the method of fixing bolts, mufflers and various other items to their Formula T.C. machines. As for the rabbit mentioned above he did not signal when he pulled onto the track.

On Sunday morning we were again greeted with mild weather. While a great portion of the States are snowed under we enjoyed shirt sleeve weather at Riverside.

Due to some slight problems, first thing in the morning the races were thirty minutes later starting than originally scheduled. Once under way they proved to be the most exciting races on this enduro track during the year. The pace was hot and heavy, the toll of machinery was light, and a few of the drivers to their disappointment received a black flag.

Hay bales around the track received a light workout. In the B and C open event Bob Allman and Chuck Pittinger were wheel to wheel in the final laps. In the last lap it was still anyone's race. They both came into turn six; which was the finish line together. Bob Allman was slightly ahead, but Chuck had aspirations of being first. He took a chance, kissed a hay bale, but still managed to hold second place in B open.

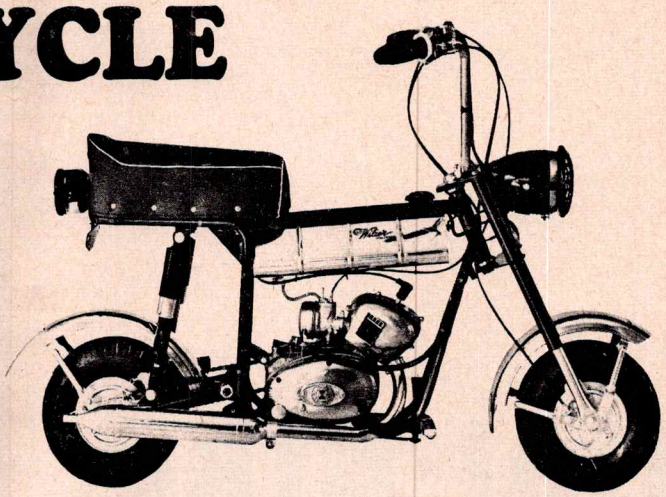
Some protests were lodged at the track and are still pending as of the writing of this article.

A majority of the people present will be on hand at Orange County in February. With the quality of racing that was shown at Riverside in December of '67, the first Formula T.C. race in Southern California in '68 promises to be exciting.

by C. J. Woods

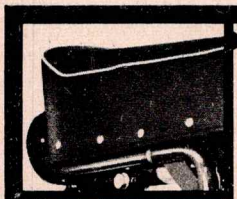
the CHRIS CYCLE

The "Wild and Beautiful" ones... the 1967 CHRIS CYCLES... are at your dealers now. See and feel the precision craftsmanship that goes into each and every CHRIS CYCLE. Fine quality is yours at a price far less than you would expect to pay for comparable quality. From the handsome Pirelli tires to the adjustable hi-rise handlebars, from stem to stern, she's a born Champion. And versatile too. Whether it's a short trip to the corner store or a cross country sojurn, the CHRIS CYCLE belongs. Convenient for transportation to and from school and work, ideal for localized transportation at the marina or your vacation outing. Take that test ride today... see why CHRIS CYCLES are called a "new breed of two-wheeled fun."

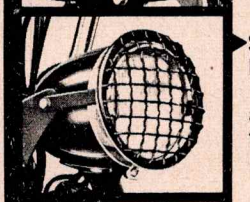


Precision Engineered for Years of Riding Pleasure

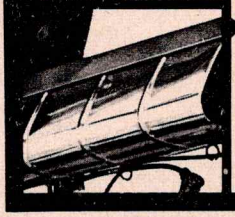
Compare the outstanding design features that combine to make the CHRIS CYCLE the world's most wanted mini-bike



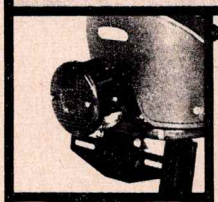
Spring Seat for a most comfortable ride over the greatest distances



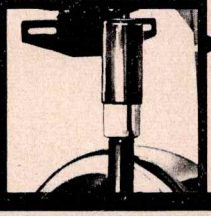
Sealed Beam Headlight adjustable to five positions



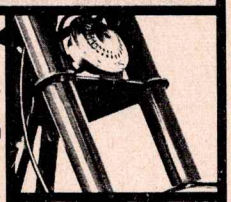
200-Mile fuel capacity, for top economy, chrome tank



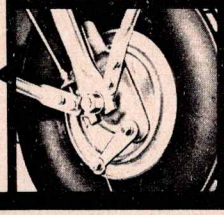
Stoplight Taillight meets Motor Vehicle Code in Calif. and elsewhere



Precision engineered genuine Shock Absorbers

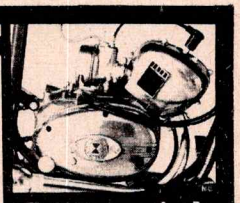


Full Bearing Front Fork, Full Suspension Front and Rear

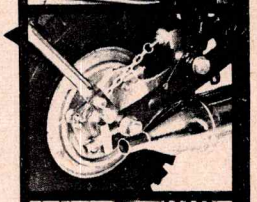


Internal expanding all-weather two-wheel brakes for full safety

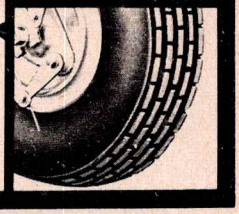
50 cc Engine with 3-speed Gear Box and chromed tuned exhaust



Quick Change Gears



Famous Pirelli tires



SPECIFICATIONS

Morini 50 cc engine with 3-speed gear box (the 100,000 mile engine) • Kick starter • Lights: Headlight, adjustable to 5 positions, HI-LO beam • Separate On/Off warning light • Sturdy rock guard protector • Highway-legal 3¼" tail light • Chrome fenders • Chrome gas tank • Chrome tuned exhaust • Full suspension front & rear & 3:50 x 5 Pirelli tires • Never-sag spring seat • Sealed bearing steel wheels • Electric horn • Alternator • Disc clutch • Internal all-weather brakes • Genuine shock absorbers • Integral chain guard • Signe-feld frame • Adjustable hi-riser handle bars • Full bearing front fork • Grease fittings on suspension • Semi-automatic hand shift • Direct #40 chain drive • Five quart fuel tank, plus reserve • 250 miles to the tank of gas • Vibe-proof hand grips • License plate holder • Adjustable chain • Kick stand • Folding foot pegs • 16" Naugahyde seat • Seat height 27½" • Overall height 42" • Wheelbase 37" • Overall length 51" • Weight 98 lbs.

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Mini-Bike Soccer

THE ANCIENT, emotion-wracked, international sport of soccer has been Americanized. It's been put on wheels, the small wheels of the adept, versatile midget of American ingenuity – the mini-bike. The result of this unlikely marriage is Mini-Bike Soccer.

Watching this game is fun, even with no understanding of the rules or plays. These mini-bikes are capable of speeds in excess of 30 mph, so it doesn't take long to cover the length of a football field. The game changes directions frequently as plays are broken up, re-established, then broken up again. Open-field breakaways are common and as exciting as a halfback sprint to the goal line.

The game we watched could best be described as a "mechanical donnybrook." The contestants did not seem reluctant to establish contact, as there were no fewer than 12 collisions during the course of the game. Despite this, there have been no injuries, aside from occasional scrapes – and bruises.

The opening kick-off saw both teams merging in the center of the field at full speed. The sensation of meeting six opposing players in this manner must be something akin to playing Russian roulette with an automatic rifle; it takes confidence! A goal is scored when the ball is kicked into one of the nets at either end of the field. No permanent goalie is used, but the scores of the games are typically low. This is due primarily to the constant harassment a player faces when he is attempting to control the ball. In this sense, Mini-Bike Soccer is similar to hockey. Power plays are difficult to initiate, as control

of the ball is almost impossible to sustain for any length of time.

This newest form of motorized entertainment – and one that's what it was devised for – was created by a group of American engineers in the most improbable spot on earth, the Seychelles (pronounced sea shells) Islands, located 1000 miles off the coast of Kenya, Africa in the Indian Ocean. Nine of these engineers purchased "Lil" Indian Mini-Bikes to explore the mountainous island. The game of soccer-on-wheels was developed by this group.

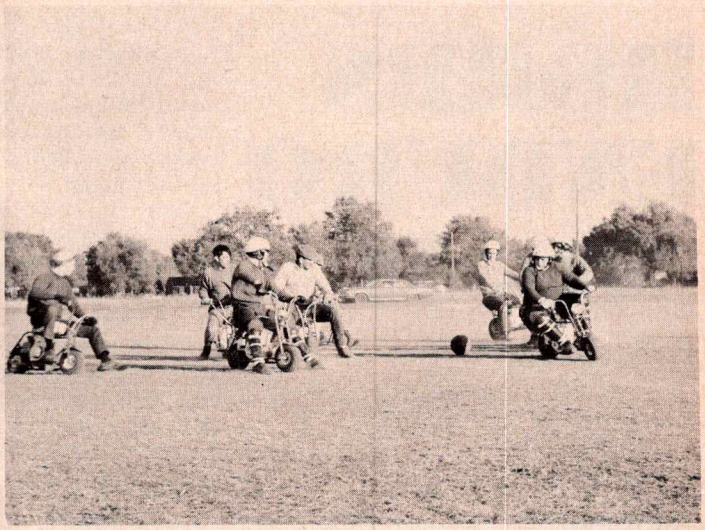
Acceptance of the game was immediate, and other engineers began ordering from Michrina Brothers, the manufacturer of the "Lil" Indian Mini-Bike. Ray Michrina, president of Michrina Brothers Enterprises, was told about Mini-Bike Soccer over a year ago by its creators. They wrote about it in a letter that included another large order for "Lil" Indian Mini-Bikes. Then, just this past summer, they sent two reels of color film taken of one of their games. Included with the film was a copy of their own rules and regulations, and a plan of their field as it was laid out for the game. The package proved beyond a doubt that the game of Mini-Bike Soccer was the most promising new sport in the world. It will never replace the beloved old game of foot soccer, and it may never spawn stars who will become national heroes, but it does permit young and old to play together in a fast, challenging game that excites the blood.

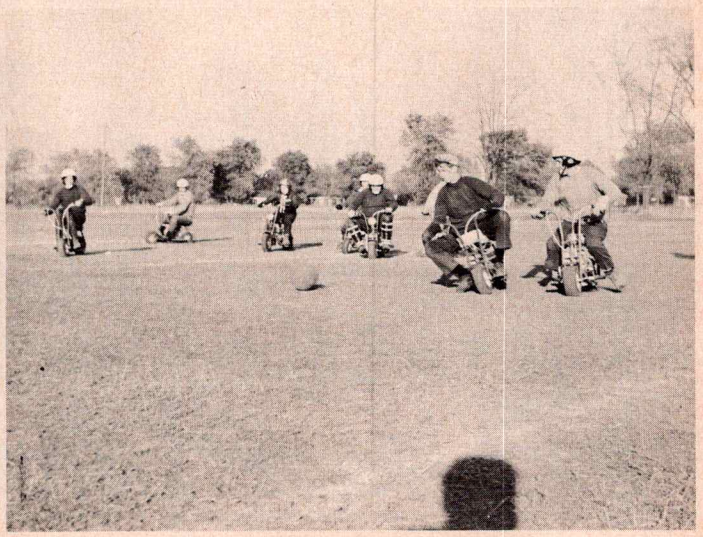
Michrina took the film and raw information that was sent to him by the engineers and worked with it. He set up teams, provided the mini-bikes, staked out a field, and experimented. In a matter of weeks, he had written a set of rules that were designed for safe, equal competition between participants of various ages riding any type of mini-bike. As of this writing, players have ranged from 13 to 40 years old, all competing against one another.

Five experimental games were played. The first had seven players on a side, and was held on a field 40 yards wide by 60 yards long. The first game proved that there were too many players on too small a field. The ball, an actual soccer ball, went out of bounds too quickly. The second game was held on a regulation size football field, and the number of players trimmed to five or six per team. This arrangement was ideal.

Mini-Bike Soccer is played very much like foot soccer in its basic rules and regulations. The major consideration in the Michrina rules is safety – for the player and for his mini-bike. The Michrina rules begin with Mini-Bike Requirements – braking equipment, protrusions, size, and power. Also included in the rules are sections on protective apparel and penalties.

Because his experiments have shown that Mini-Bike Soccer is a safe as well as exciting sport, Michrina has introduced it throughout the country via his dealer network. These dealers are encouraged to set up leagues in their areas. So come next spring, the game may well be the talk of both player and spectator in every one of the United States. Rules are available from the Michrina factory.





HOBBS ENDURO NO. II

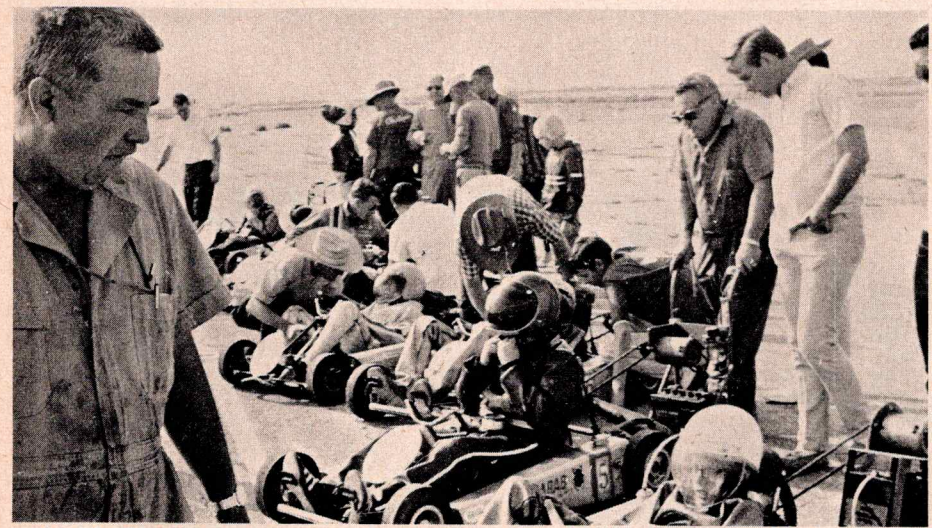
By RUBY OSBORN

Hobbs Enduro II was conducted Aug. 26 and 27 by Lubbock Karting Association at the Hobbs Air Base, Hobbs, N. M. From the time Gene (Pete) Harper, president of the Lubbock, Tex. Club, wheeled the scoring trailer onto the grounds until the last race was completed, a portion of the now almost abandoned air strip was wheeling with activity. On hand to greet Harper and aid in setting up for the race was Major K. M. Smith, director of the Hobbs Civil Air Patrol, and Hobbs karters, M. E. Carroll and Ralph Cummins.

Saturday was for practice and Karters with their families arrived early, eager to try out the four-mile course and "find out how the other guys are running." There was soon a festive carnival look to the area as canopies were erected to keep off the sun. The light cool breeze made it a perfect day for all.

Pre-race activities extended late into Saturday night at the RAMADA Inn Motel in Hobbs. Karters made modifications and repairs in the spotlighted parking area. The sound of happy voices broke the stillness of the summer night.

Everyone was out early Sunday morning. While latecomers registered, officials set everything in readiness for the races. The event showed that a lot of hard work and good organization had gone into preparations. Rules and regulations were enforced with tact and fairness. Scorers, wives of Lubbock Club members under the direction of Mozelle Harper, did their usual competent job.



CHIEF PIT STEWARD Carl Poston makes final check on JUNIOR STOCK at Hobbs Enduro.

Missing from the registration list, but on hand with binoculars to see how the race was going, was former IKF Governor Alvis Robinson, Midland. Another welcome spectator was Coy Mears of San Angelo, who was out with the group for the first time since his accident at Green Valley in 1966. Everyone hopes Coy will soon be driving that C OPEN CLASS again.

The first class off the grid was JUNIOR STOCK. This was a battle between Lubbock buddies, Arno Brittain and Keith Christian. Both boys were driving Parilla powered Bugs and not until the checkered flag dropped could the winner be determined, as the lead kept changing. By "driving it wide open for the first time in my life," Keith came in winner. On their first time around, Arno was in the lead and Keith, son of IKF Governor Lee Christian, was fourth. On the third lap, Keith was first and held his lead until Arno claimed it for the 11th and 12th laps. It was Keith first on the 13th lap and Arno first on the 14th lap. The determined Keith regained his lead in the 15th and held it for the final three laps. Keith and Arno lapped third place man, Larry Pinckert of Amarillo, whose Bug was powered by a Mc 91.

Irby Gene Harper, Lubbock, took a commanding lead in SPORTSMAN CLASS and was almost a lap ahead of second man Bill Shearman, El Paso, when he lost a muffler on his 12th lap. Harper's pit crew was unable to get him back into the race quickly enough for him to regain his lead and he had to settle for second with Shearman taking first. Shearman and Harper made one lap more than third man, James Gunn, Odessa.

Marvin Shairrick, Lubbock, won top trophy in A STOCK HEAVY and Lynn Strickland, Fort Worth, was second. Willard C. (Hoot) Gibson, Tucson, Ariz., held the lead for eight laps but mechanical difficulties left him stranded in the pit. After Gibson was forced out of the race, it was a hard fought battle between Shairrick and Strickland for first place. They made 18 laps during the hour-long race; two laps ahead of Jerry Donahew, Fort Worth, and Franklin Parsons, Lubbock.

Robert Young, San Angelo, completed 20 laps in B STOCK before the checkered flag dropped. He was one lap ahead of Lowell Howe, Kerrville,

B STOCKERS wait for final call to grid at Hobbs Enduro.

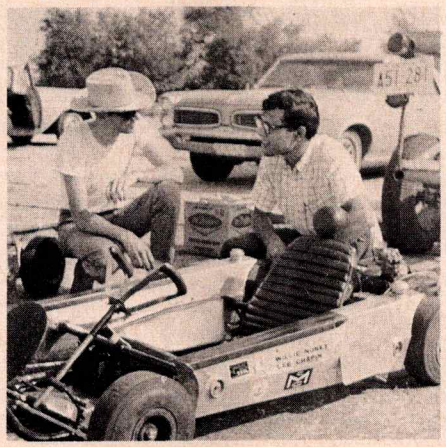
second place winner, and two laps ahead of Larry Greenfield, Big Spring, third. Sonny Jordon, Fort Worth, driving a new EXPERIMENTAL Hornet powered with twin Komets, showed his driving skill and mechanical aptitude as he came from fifth to second place by the end of the fifth lap. He maintained this position until he lost an engine in the 11th lap. Sonny, a nationally known karter, was extremely busy helping newcomers, Judy Holmes, Jerry Donahew and Lynn Strickland, all of Fort Worth.

Butch Likins, Clovis, N. M., completed one lap more than second place man, Phil Drake, Lubbock, in B LIMITED. Butch's Bug, powered with a West Bend 820, sailed smoothly through 17 laps. Ralph Cummins, Hobbs, N. M., was third. William Ackerman, Alamagorda, N. M., was Butch's biggest threat at the beginning. Ackerman got the lead on Butch in the first lap and dropped back to second place through the next six laps.

The famous BOBBY FOSTER came through with no trouble and made two laps more than second place man, Gene Harper, in B OPEN. Foster, who shared lap honors with B STOCKER Robert Young, was driving a Hornet powered with a pair of Ms 90s, worked by Willie Nunez.

One race karters will long remember was C OPEN which Lou Fetters, El Paso, termed "THE LAST OF THE GREAT PIT RACES!" Fetters, who was seventh at the ENDURO NATIONALS, completed only 11 laps to win this event and his nearest competitor, Bill Pritchett, Amarillo, made seven. Both drivers spent more time in the pits than on the track. Pit crews accused them of making "rest stops." The drivers never agreed on how many each had made. Fetters insisted that he had made more and Pritchett conceeded that if Fetters had made more stops, then he had made the

WILLIE NUNEZ, right, El Paso, Tex., in friendly discussion with BUDDY FERRELL, Kermit, Tex., at Hobbs Enduro after Buddy's long absence from Karting.



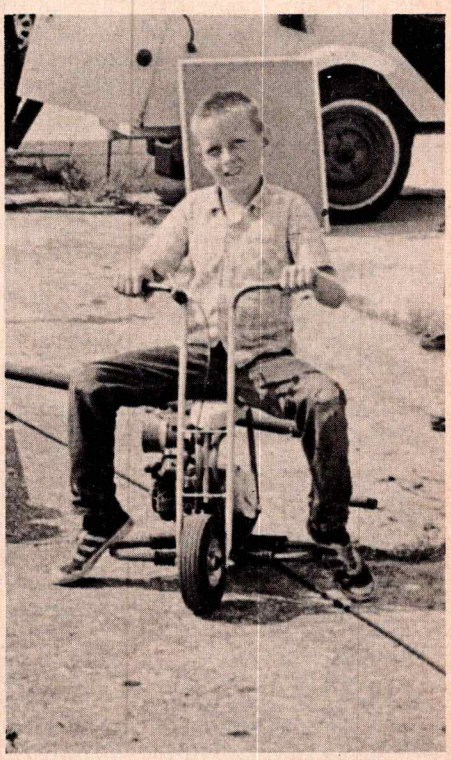
longest. Both were driving Hornets with West Bend 820s.

A OPEN HEAVY saw Bruce Bowers, Houston, leading except in the 17th lap when he fell back to second place behind Leonard Chapin, El Paso. Chapin experienced trouble after the first lap but was in fifth place in the fourth lap and second by the seventh. Chapin claimed the lead in the 17th lap but was overpowered by Bruce and had to settle for second place trophy. Robert Hicks, San Angelo, was third.

Earl Cook, Abilene, driving a Hornet with a Mc 91, the only McCullough in the class, copped the top trophy in A STOCK LIGHT. Cook was in eighth position for the first two laps. On the ninth and 10th times around, he was in third place and by the 11th lap was second. He took the lead in the 12th lap. Judy Holmes, Fort Worth, the only woman entry, exhibited excellent driving skill and led the men through the first 11 laps. Mechanical trouble in the 12th lap forced her to retire from the race. Claude Galloway, Odessa, Tex., was second and David Johnston, Lubbock, was third.

A OPEN LIGHT, the last race of the day, drew the most entries and featured a lot of fast and furious driving. Buddy Ferrell, Kermit, Tex., in his first race since his accident at Buffalo Lakes in 1966, did a great job showing the fellows around the track to cop the top award. Willie Bowers, Houston, was a close second and Rick Spoonts, Houston, was third. Benny Poston, Lubbock, was barrelling along in second place until he lost his brakes as he came through the scoring chute on his eighth lap.
this class was powered by a McCullough engine.

As a final "salute" to the day's activities, a C.A.P. pilot took a photographer up in a plane to take some pictures of the karters in action. They circled the track several times and the men could hardly believe what they saw below. "Those karts were going so fast we had a hard time getting pictures. They were going faster than we were," said the awed photographer. (The patrol plane's top speed was 75 miles an hour.) *(Continued on page 32)*



MINI BIKE RIDER, Larry Pinckert, Amarillo, Tex., tours the pit at Hobbs Enduro.

LAS VEGAS ENDURO STARDUST RACEWAY

by Betty Barugh

Arriving at the track Saturday morning was a thrill, this track is so very large with the pits just as large. In fact the pits were so big the karters at the far end of the pits were bringing their karts up for inspection by mini bikes. They would tie a rope onto the kart and the mini bike would pull them wherever they had to go. (Some karters really looked funny as some of the mini bikes were so small that all you could see was two wheels under them. How it pulled the person plus the kart ... well that's a good question. The day was beautiful, the karts were all colors and shapes, the FKE's were outstanding with stripes, spots, etc.

Sunday morning, woke up to the beautiful dew Las Vegas has (they say the sun shines 365 days out of the year) well as the dew got to the point where it was making large puddles all over town I got the impression it was raining. Arriving at the track the standard light and super heavy were running in this heavy rain. Seeing the karters going down the long straightaway was quite exciting, they couldn't drive in a straight line, just side to side. The corners were even more dangerous, one karter told me "you just sat tight and if you spun enough times you would be going the right way again" (Sounds like thrillsville). The karters coming off this race looked like drowned rats in cold 51° temperature.

They then decided to wait awhile to see if it was going to stop raining. It finally did, so they sent the autos out to dry off the track as the next runners were the juniors. The starter dropped the flag but the track was still a little tricky on the corners and two karts went off the track. No one was hurt, from what Chuck Hammond said over the speaker.

Next race up C Open and B Open: With the track now dry these fellows were clocked at 91 miles per hour. One of the karts coming under the bridge lost a great deal of something off his kart, but Vince Cimino got it off before the other karters came around. Rupp and Whitehead out front so far, Rupp caught a tumbleweed and lost a little time before he could get it loose. Now Faller giving Whitehead a fight for his spot. B Open Allman got out in front, kind of goofed the first turn, but held it and came back on the track with no problems. Bob goes all the way for a win in this class Pittenger way out front now, but the course is a little tricky in spots as you take the last turn you have to make sure you keep in the groove as there is a bump that will send the kart's four wheels off the ground. This was never hit by Chuck and he went on to win with flying colors.

RACE RESULTS

First Race — **Open Heavy**

1. #5 D. Rollins		Hornet	Mac 91
2. #13 Ed Beard		Beard	Mac 91
3. #67 Gary Schaedler			Mac 90
4. #51 Jerry Lewellyn			
5. #27 Wheeler Gresham		Hornet	Mac 45

"A" Stock-Lite

1. #20 Keith Kreiter		Hornet	Saetta
2. #22 Mike Cook		Dart	Parilla
3. #6 Pat Grace			
4. #28 Richard Ward		Hornet	Komet
5. #26 Larry Elliget		Dart	Komet

Second Race — **Jr. Stock**

1. #1 Bill Fetty		Hornet	Komet
2. #6 Danny Dodson		Bug	Parilla
3. #3 George Fielder		Hornet	Parilla
4. #8 Mickey Sarkis		Hornet	Saetta
5. #9 Cameron Walker	Carr.		Parilla

"C" Open

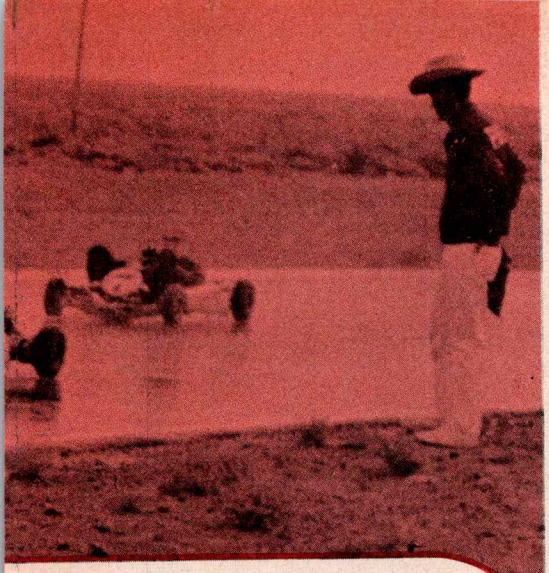
1. #7 Chuch Pittenger	Carr.	Mac 101	1. #8 Gl
2. #3 Jim Whitehead	Dart	B. Bombs	2. #6 Ji
3. #35 Bob Faller	Merit	Mac 101	3. #30 M
4. #25 Pete Berlit	Dart	Mac 100	4. #28 B
5. #13 Dick Eimers	Bug	Mac 101	5. #22 G

Fourth Race — **"B" Stock**

1. #33 Stan Gilbert	Special	Komet	1. #67 G
2. #29 Larry Elliget	Dart	Komet	2. #63 P
3. #25 Ron Nelson	Skip	Komet	3. #60 R
4. #11 Skip Kolb	Skip	Komet	4. #68 B
5. #39 Dal Trubey	Spec.	Mac 91	5. #65 J

Thire Race — **"B" Open**

1. #8 Bob Allman	Merit	Mac 91	1. #91 R
2. #4 Ray Bobo			2. #92 B
3. #22 Don Hudson	Skip	Mac 91	3. #90 B
4. #28 Norris Gregory	Carr.	Mac 91	
5. #14 Wheeler Gresham	Dart	Mac 45	The oth



Super Lite and Sportsman class was called off just shortly after the race began as that las Vegas mist got so heavy you couldn't see the karters on the track, these fellows came in very unhappy and wet. The last race of the day was Std. Heavy. I would say they were a little unhappy or should I say happy the rain started when it did, as they didn't get wet and all they had to do was load up, get their rain check on next year's race and head for home.

It was a real shame that this rain had to come on the race day as some of these karters came from a long way off, from just where I was sitting I saw licenses from Kansas, Utah, Washington, Missouri, Wisconsin, Texas, Arizona, California, and of course, Nevada.

Chuck Hammond did a wonderful job on the mike, it kept us all informed, as after a while you had to go sit in the car as it had gotten so cold.

"B" Limited

en Goodlet	Boone	B. Bomb
n Russell		B. Bomb
ike Culver	Hornet	B. Bomb
ob Faller	Dart	B. Bomb
ene Summerville	Boone	B. Bomb

F.K.E. I

ayle Smitn	Spec.	B. Bomb
hil Soares	Glove	B. Bomb
ocky Moran	Glove	B. Bomb
ill Gregory	Bug	B. Bomb
im Irving	Spec.	B. Bomb

F.K.E. II

ichard Raczuk	Hornet	Mac 101
uford Motley	Spec.	Yahama
ud Coffee	Spec.	Ducatti

er races were called because of rain.

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Jacksonville Season Opener

BY CISSIE CORRIVEAU

This excellent 4-page story was the first submission by our Florida reporter where karting is picking up steam so widely. Unfortunately, space limitation prohibited our running it in full in the last two issues and, rather than kill it, we are including it now to give recognition to an enthusiastic group of karters.

Some last-minute adjustments prior to the One-Hour Enduro for Super-Light and Stock Heavies on the grid.

NORTH FLORIDA KART CLUB of Jacksonville, Florida, staged a Championship Sprint Race. The weather was hot, sunny and very dry (in fact Florida was in the third month of a drought). Karters started pouring in on Friday and by Saturday morning when the sign-in booth opened, everyone was rearin' to go. After plenty of practice and the drivers' meeting, time trials got underway. The Officials, karters, and timers were all working so efficiently that over 55 karts were qualified within the first hour. Best time of the event was 18:30 by Chuck West of Orlando, Fla., in the C Open Class.

After a short quiet for pre-grid ceremonies, the first heat was off and roarin' down the first straight. Competition was close and tension mounted. (Full class coverage follows). As the first day of racing closed, everyone was tired and excited, looking forward to Sunday's events.

Sunday dawned hot and dry. The sign-in booth was again full of activity. It was the late arriving "Georgia Boys." By noon, 7 more had checked in, including Dick Wilson of Barnesvilla, Ga. During the Pre-Grid ceremonies on Sunday, we had the honor of welcoming one of our county commissioners, "Bill Basford." (Our track is furnished by our county at no expense to our club). Bill proved to be a real sport, he donned helmet, gloves and jacket to lead the first race of the day.

The second heat line-up was posted on the board and off the karts flew with the drop of the green flag:

Rookie Stock Jr.

The newest of I.K.F. classes was up first and the kids put on a great show. Mike Englishbee of Clearwater had the 1st heat all to himself but Sunday found Dickie Wilson of Barnesville, Ga. up front. Mike still had enough points to claim first place, with Dickie as second.

A Stock Jr.

Next to push off were the stock Jr. with Allen Jennings on pole, Tom Rampy off pole. Allen was quick to take the lead with Tom and Mike Keen fighting it out for second spot. Mike lost his muffler and had to drop out, Tom Nolting and Cary Day Jr. took over third. That third spot seemed jinxed when Nolting's plug fouled. Cary Day must have found the secret though, as he held third for the finish, followed by Vic Floener and Mike Dickon. It was a perfect point race for Allen Jennings of Griffin, Ga., Tom Rampy of Clearwater, Fla., second and Cary Day Jr. of St. Petersburg, Fla., third.

Sportsman

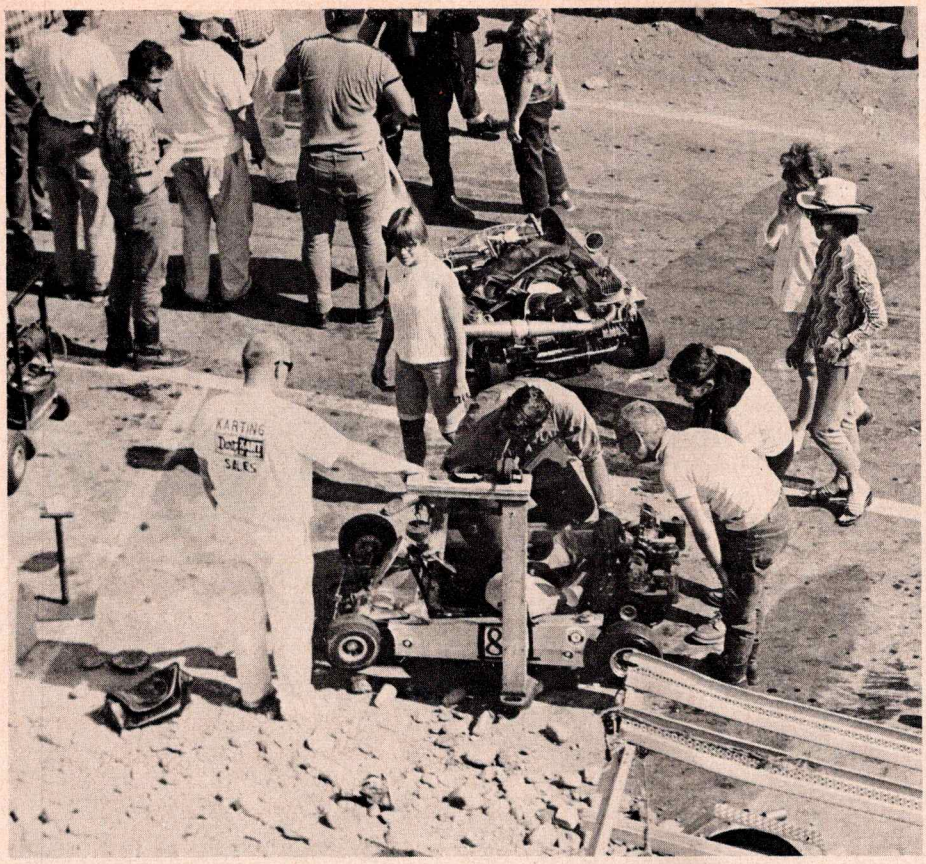
The sportsmen were led in the first and second heat by A.R. Davis, with Tom Fannelli running second and steady drivin' Pat Miller third. The reverse occurred during the third heat and Fannelli pulled way ahead with Davis eating dust. Danelli's lead was short lived when his plug fouled after leading 6 laps. Final results were: A. R. Davis, Jax, Fla., first, Pat Miller, Jax, Fla., second, and Tom Fannelli, Jax, Fla., third.

A Open Light

Ed Thayer, pole position, was really pouring it on and made a clean sweep in all three heats, followed by Jeff Culver. After engine trouble in the first heat Chuck Piornack, who started way back on the tail, battled through the line, showing remarkable driving ability to pass Bill Hickman and Kent Renshaw and James Walker. His success wasn't quite enough to land the third place trophy. Finishing spots were: Ed Thayer, Clearwater, Fla. first, Jeff Culver, Merritt Island, Fla., second, and Bill Hickman, Lakeland, Fla., third.

A Open Jr.

A Open Jr.'s first heat saw poleman Bruce Shipes take an early lead followed by Tom Ramphy. In the second heat, Ernie Buchacker had other ideas and rode on Ramphy's bumper watching for a slip or miss. After a few close laps it happened and Buchacker shot into the second spot, ready to challenge to man Shipes. Shipes didn't wait around to be pushed, as he really poured it on. Buchacker's well earned spot didn't last too long and before the first lap of the third heat he was out



The weighing-in ceremony as Herb Quarterly (back to camera) adjusts the scales.

with engine trouble. Final standings were: Bruce Shipes, Miami, Fla. first, Tom Ramphy, Clearwater, Fla. second and Ernie Buchacker, Miami, Fla. third.

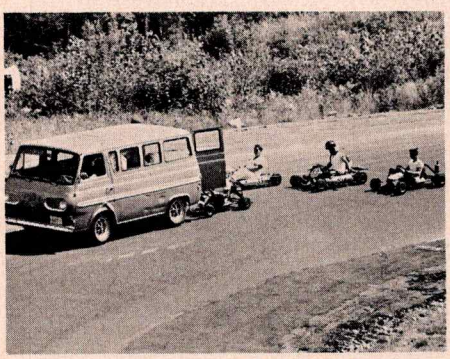
A Open Heavy

The Alky burners were led out by Eddie Hall, on pole. Charlie Burgess moved into second with Dub Palmore right on his tail. Bledsoe holding fourth had his share of troubles going into the north turn and spun out loosing control and too much ground to enable him to challenge any of the top positions. A real duel began with Burgess and Palmore for runner up, one slip and Palmore had it. In the third heat Palmore mustered all his ponies and when the green flag dropped he squeezed past poleman, Hall for 2 laps. This was only temporary as Hall was quick to regain his spot and move ahead for a perfect finish. Results showed: Eddie Hall, Jax. Fla., first, Dub Palmore, Lakeland, Fla., second, and Charles Burgess, Jax. Fla., third.

A Stock Light

Next to push off were the Lightweights for the most thrilling races of the event. The first heat saw Fred Iba take the lead with Bill Hickman close behind. Bruce Williams had third with Ray Corriveau pushing him hard and

Rhode Island's Stu Syverson (left) and Tom Perkins are intently looking for replacement diaphrams for Stu's C Open rig.



Disabled rigs get a tow from IKF Governor Herb Quarterly for the long ride back to the pits.

Dick Glenowski of Danbury, Conn., gets set to take his Dart Enduro around a corner.

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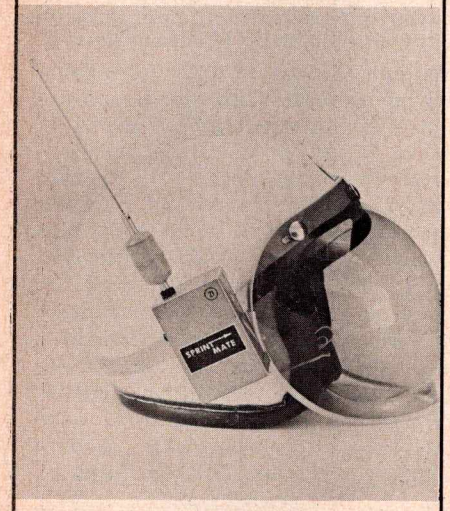

SMALL CRASH HELMET RADIO RECEIVES TIMING AND LAP INFORMATION

A one-way receiver that mounts on a crash helmet to provide timing and lap information to drivers of auto racers, cycles, speed boats and competition Go-Karts has been announced by Sprint Mate of Riverside, Calif.

The tiny receiver, designated "Sprint Mate" measures only 3 x 2 x 1½ inches, comes complete with batteries, antenna and ear phone, and fits on any standard crash helmet.

The "Sprint Mate" operates within the Citizens' Band (therefore any unlicensed CB handi-talkie can be used as the master station) and can be tuned by the user to any desired frequency to match the transmitter.

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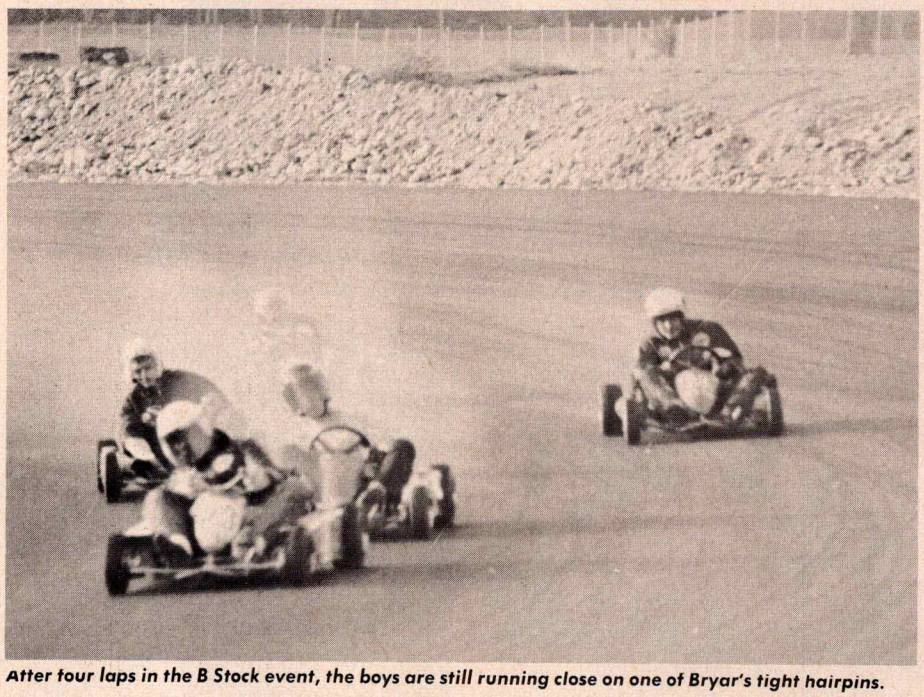
making it around to take over on the north turn. In the second heat, fast to move up through the pack, was Jerry Roth, after starting next to last. He showed a lot of skill and guts as he moved forward. The north turn was bad luck when in the 8th lap Bruce Van Lenten lost control and was thrown from his kart. Means and Dickon following, locked their brakes as they tumbled but were unable to avoid striking Bruce. After a quick trip to the Dr., we are happy to say, he came up with only scratches. After a slowed indian start, they were off again, with Iba still top man. Roth had now passed Mixon and had moved up behind Corriveau, who was pressing Hickman for second spot. These three ran bumper to bumper, each waiting on the other to slip or make a wrong move. Hickman let off for just one second and Roth and Corriveau both dove for the opening in an effort to pass. All tangled but when the smoke cleared, Roth had third spot and Hickman had moved ahead to maintain second. Finishing order was: Fred Iba, Dania, Fla., first, Bill Hickman, Lakeland, Fla., second, and Jerry Roth, Largo, Fla., third.

Jack Meeker of Schenectady, New York, proud winner of the Super Light One-Hour Enduro.



After four laps in the B Stock event, the boys are still running close on one of Bryar's tight hairpins.

B Limited

B Limited's first heat saw Chuck West jump into the lead with a hot West Bend, followed by Robin Thompson and Don Jackson. Just as it seemed there was no catching Chuck in the second heat, Robin moved forward in a sudden burst of speed and ran neck on neck for a few laps, finally getting his wheels in front for the finish. Success proved short and in the final heat Chuck took over, capturing first place gold, to take home to Orlando, Fla., Robin Thompson, WinterHaven, Fla., second, and Don Jackson, Jax. Fla., third.

A Stock Heavy

This proved to be one of the closest matched races of the day. Jay Sloan took an early lead from Tom McCurry, Wade Baty and Dub Palmore scurring for third and fourth. A real battle began when tailman Richard Long and Ronny Mixon headed through the pack, first passing Jerry Braddock and Hal Daniel. By this time things up front had settled down with McCurry landing second, Bay third. Long still unsatisfied, put on a spectacular driving display in the third heat passing everyone including leadman Sloan by a shave right at the finish line. Results were: Jay Sloan, Orlando, Fla., first, Thomas McCurry, Cocoa, Fla., second, Richard Long, Jax. Fla., third.

B Open

The first of the duel engine classes

were led out by Jim Shirley, pole and Dennis Vansant off pole, Jim's position proved impossible to beat as he moved to 3 consecutive wins. In the first heat he was followed by Vansant and Jay Sloan. The next two heats saw Jay move up to second and hold it for the checkered flag. Trophies went to: Jim Shirley, Syrma, Ga., first, Jay Sloan, Orlando, Fla., second, and Dennis Vansant, Jax. Fla., third.

B Stock

Chuck Piornack was fast timer for this one but failed to hold his starting position as Bob Iba moved up as his replacement in the first heat. Bob kept a clear field and went on to win all 3 heats. Back in the pack there was plenty of action: Dean Sloan had moved from last to se ond spot, followed by Richard Waller and J.C. Willard, who were busy tangling for 3rd. The second heat was wild and wooly when a kart lost its muffler on the south turn causing Trigger Driggers, who was following to drive for outer space. He made a fantastic flight, landing "right side wrong," but emerged with only a few battle scars. After the caution flag was lifted, Mac Hodges headed his kart in all the right directions and pulled into second place for the last 2 heats. Final totals showed: Bob Iba, Ft. Lauderdale, Fla., first, Mac Hodges, Andersonville, Ga., second, J. C. Willard, Jax., Fla., third.

Dick Glenowski has his foot in it as he wheels his C Open rig around the last turn.

C Open

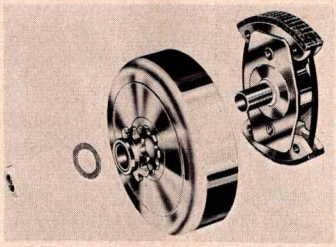
Like always the big C machines were the last to race. Chuck West, best time, got a terrific start, followed by Gus Gustafson and Fred Hitchcock at the end of the first heat. In the second heat Jim Shirley moved from last to first, and Hitchcock took over second, with Gustafson tailing. All positions jiggled several times for the final heat but trophies were presented to: Chuck West, Orlando, Fla., first, Jim Shirley, Smyrna, Ga., second and Gus Gustafson, WinterHaven, Fla., third.

The handsome gold trophies were awarded in front of the spectator stands with many cheers from the on-lookers.

The North Florida Kart Club sends their thanks to all those who did so much to make this race one of the biggest successes of the Southern Circuit.

Note: We're not sure if all those hot karts did the trick or not...but...the very next day our drought was broken. It rained for 3 days, much to Fla.'s relief.

NEW PRODUCTS



RACING CLUTCH FROM MERCURY

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Been riding the tails of strictly stock Komets all through 1967? You can bet it will be even harder to catch one in 1968 with the new I.K.F. ruling that allows internal modifications to rotary valve engines.

If you own a Komet, Saetta or Parilla here are some of the things RUSSELL can do to increase its performance by as much as 25%.

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Then to make sure your winning engine is really ready, have RUSSELL run it in on the dyno. The only way to really super tune an engine. The charge for this service is $20.00, and worth it. A power curve is furnished.

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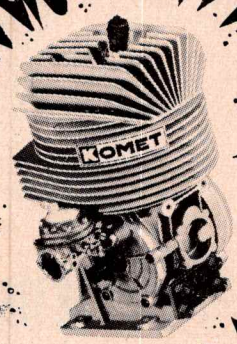
- **MC-91 SUPER STOCKER FOR AMERICAN REED VALVE CLASS $119.95**
- **SEND $1.00 FOR NEW ENLARGED CATALOG OF KARTS, PARTS AND ACCESSORIES**



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ENDURO AT VIRGINIA INTERNATIONAL RACEWAY

By Toxey Leonard, III

SEVERAL months ago a handful of sprint karters from Georgia decided to give Enduro racing a try. About the only comment we can make is, "Wow!" We only regret that we haven't been running in Enduros before this time. I think the sole person to thank for getting us interested in Enduro racing would be Junior Neal, the hot shoe C-Open driver from Greenville, S.C.

The last enduro at V.I.R. was August 12 & 13. Seven of us from Georgia tromped up into the beautiful countryside surrounding Danville, Virginia. The seven were Jack Murdock, B-Open; Jim Brannon, B-Open & A-Open Light; Jim Shirley, B-Open & A-Open Light; Mac Hodges, B-Stock; Bud Judy, B-Stock; Bill Jordan, A-Open Light, and Toxey Leonard, A-Open Heavy. Needless to say, we had a ball. The weather was perfect for both days of racing, but there was a light turnout (91 entrees), probably due to the short notice and lack of publicity of the race. The B & C Open & B-Stock machinery rolled away bright and early Sunday morning, with Junior Neal of Greenville, S.C., immediately taking the lead in C-Open. Jack Murdock in B-Open diced with several karts but maintained lead position for the majority of the race. Jim Brannon was smoking along nicely when his right rear tire decided to come apart. After a quick pit stop he was off and running to finish fifth overall in B-Open.

Drivers awaiting "Start your karts" for the all-class enduro.

The leaders setting their drift for turn I.

Mac Hodges of Andersonville, Ga., was showing the B-stockers the short road home when he stuck one of his Mc91's which caused him to finish second. Jim Shirley of Smyrna, Ga., was motoring very consistently on his sit-up Hornet C-Sprint when he and Murdock both encountered trouble near the finish. But both still took the checkered flag. Bud Judy, East Point, Ga., was forced to sit it out in the pits during the B-Stock brawl due mainly to beginners' hard luck. As I am sure most of you remember how it was for the first enduro you attended. But re-entered in A-Stock Hvy. only to complete, what was described to me as the most beautiful barrel-roll which terminated on his Gourd-Guard. Fortunately, he was unharmed. With about 10 minutes left in C-Open Junior Neal's brakes left the scene, but the lead he had established held good, and he took first place. Bill Jordan from Atlanta, also on his first time out, seemed to have a number of problems, but we hope that he will return for better days. I took my first ride at V.I.R. in A-Open Heavy and finished seventh. I thoroughly enjoyed driving this course. Junior Neal's brother, Tom, rolled out in B-Limited and ran steadily to finish sixth. Tom's son, Jeff, took fifth overall in Stock Junior. All in all we had a great time and are looking forward to returning Sept. 16 and 17 and also Nov. 18 and 19.

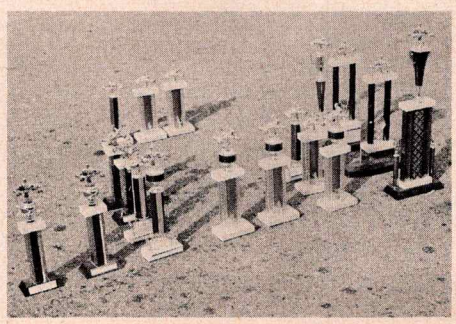
Virginia International Raceway is a 3.23-mile road course with a back chute over 6,000 feet in length which ends with a bobsled run that loses 300' in elevation in a ½ mile! In my opinion and many others, V.I.R. should definitely be looked into as a potential site for the 1968 Enduro Nationals.

The track is located about 10 miles from Danville, which could easily accommodate the crowds. There is enough room for camping, which is permitted. In all the facilities are excellent.

Let me personally invite all of you to try to attend one or both of the next scheduled races. The trip would be well worth your while.

If you should have any questions concerning V.I.R., write me or B. P. Peeler's Kart Shop, Belwood Station, Lawndale, N.C. Hope you can make the next one.

Last season's trophy lineup.



ARE YOU GOING BALD

Needlessly?

FOR MEN AND WOMEN

The Terrible Truth Is That Many Thousands Of Men (You Yourself Perhaps) Are Losing Their Hair Forever ...WHEN THEY DON'T HAVE TO!

It's a fact. FORMULA 101, a NEW scalp formulation, can stop falling hair that leads to baldness. FORMULA 101 is prepared under the supervision of one of America's foremost physician-dermatologists and was thoroughly tested by a leading medical testing laboratory.

If you suffer from seborrhea, as so many thousands of others do, FORMULA 101 will curb it and stop the falling hair and baldness it may be causing. Doctors say that seborrhea is caused by three germ groups, microbacillus, staphylococcus albus and pityrosporum ovale. These germs attack the sebaceous glands of the scalp and the hair follicles themselves. If you don't do something about it, permanent damage will be done, the hair follicles will shrivel up and the ability to produce new hairs is gone. That means — BALDNESS.

The symptoms of seborrhea are simple and obvious. If you have an itchy scalp of dandruff or very dry or very oily scalp or excessive hairs on your comb, you probably have seborrhea. FORMULA 101 will curb it. If you just sit back and do nothing, you're asking for a bald head.

If you take proper action now, you may be able to not only slow up falling hair, but you can cause new hair to grow faster than the falling hair is dropping out. The result is more hair on your head a year from now than you have today. Why be bald and look older and less attractive if you don't have to? FORMULA 101 will curb seborrhea FAST and it will stop the hair loss caused by it.

The very first time you use this newest of all scalp medications you will destroy the germ organism. Itchy scalp will disappear, infectious dandruff will be gone and your hair will look and feel much, much better as your hair becomes healthier through destruction of the germ organisms. Continued use of FORMULA 101 will prevent return of the ugly **symptoms** and will stop the hair loss it **causes**. If your problem is the predominant male pattern baldness type, which no product can help, not even amazing new FORMULA 101, all you have to do is return the unused portion and we'll refund your full purchase price *plus* one dollar extra for your trouble. The risk is all ours. You gamble nothing at all. But don't delay. The more you wait, the more hair you may lose. All orders are processed the same day they are received. Only 6.95.

Male pattern baldness is the cause of the great majority of cases of baldness and excessive hair loss, for which neither FORMULA 101 nor any other treatment is effective.

Notorized Sworn Statement

We are so proud of our FORMULA 101 and so certain of its ability to stop falling hair and prevent baldness as described in this advertisement that we do hereby state in sworn statement before a notary of the State of New York that, to anyone who is dissatisfied for any reason, we will refund the full purchase price, plus $1.00 extra, upon return of the unused portion.

Sworn to before me this 1st day of June 1965

Herbert A. Levy

HERBERT A. LEVY
Notary Public, State of New York
No. 30-7536400 - Nassau County
Term Expires March 30, 1966

Free samples and literature of amazing new FORMULA 101 will be sent without cost to any doctor, hospital, clinic, or other medical institution concerned with scalp disorder. Please make such requests on official letterhead.

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Please send FORMULA 101 immediately. I enclose $6.95 payment in full. If I am not completely satisfied with its ability to stop falling hair and its ability to do *everything* else you describe, I will return the unused portion for a full refund *plus one dollar extra for my trouble.*

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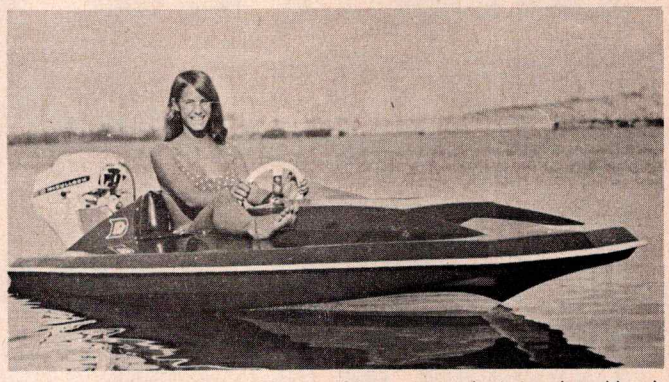
Announcing 3 Dolphin Hydro-Karts For '68

NEW RACING & SKIING THRILLS! NEW FAMILY FUN AFLOAT! SAFE! LOW COST! EASILY TRANSPORTED & LAUNCHED!

THE D-300 DOLVETTE '68 specifically designed for people who want to get the most out of their free time, is a beautiful way of letting a friend share the thrills and adventures of Hydro-Karting.

Complete with chrome hardware, soft bucket seats, "STEERMASTER" steering system, rubber trim, storage compartment, your choice of lifetime metal-flake finishes, the D-300's 8 foot 4 inches unsinkable hull fits comfortably on a car luggage rack, camper or trailer. Just the thing for fast get-aways!

Red, Emerald, Blue or Gold Metal-Flake finishes available. Hull with all hardware and steering system less engine (F.O.B Ontario, Calif.) $495.00.



THE D-950 DOLPHIN, finest of its type made, is produced by the Dolphin Hydro-Kart Engineering and Research Company.

Beautiful in its sparkling metalflake finish and chrome hardware, this little performer will whisk you into a whole new world of boating pleasure merely by pushing the electric starter button. Push forward on the throttle and skim across the water, or leisurely explore a shoreline while you sit relaxed in its soft contoured sport seat.

Because of its lightweight construction, a little more than 100 pounds, the hull of the Dolphin is easily transportable and ready for use in minutes. It measures 9 feet in length and has a 4 foot beam, and foam flotation prevents sinking.

Hull with all hardware and steering system, less engine (F.O.B. Ontario, Calif.) $495.00.

THE D-350 DOLPHIN SPORTS/FISHER

Whether it's fishing, cruising, water skiing or just being on the water, every outdoorsman will respond to the style, comfort and versatility of the D-350 DOLPHIN SPORTS/FISHER.

Equipped with two 360° swivel seats, this sleek, alert 14-foot runabout comes in your choice of red, green or blue, high-gloss deep solid colors, "STEERMASTER" steering system, chrome hardware and rubber bumper trim.

Hull with all hardware and steering system. (F.O.B. Ontario, Calif.) $695.00

DOLPHIN ENGINEERING & RESEARCH, Dept. HB
4977 State Street, Ontario, Calif., 91762
(714) 627-2614

IN BAY AREA CONTACT: Speed and Marine Sports Center, 1938-14th St., Santa Monica, Calif. 90404
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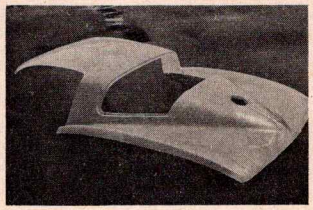
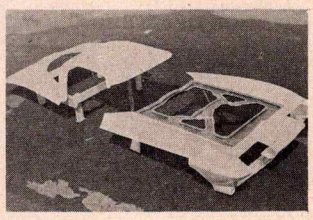
☐ I enclose $_____as payment in full (add 5% in Calif.) for above checked item(s). Ship Freight Collect.





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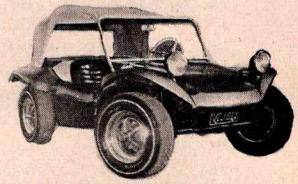
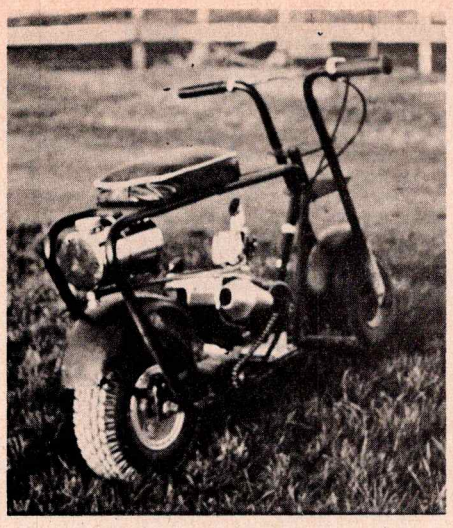


SAVE ON DUNE-BUGGY BODIES, AND PARTS! Buy direct from Dolphin! Typical price for Dune-Buggy body complete ....$275.00.

How I Modified A Mini-Bike



To begin with, I took an old Wren frame and completely disassembled it down to its components.

The first step now, was to improve upon the front fork assembly, and thus shocks were added. I chose "Steen" shocks for the job, as they are sold for do-it-yourselfers, and require a minimum of work to install. You must be careful that they are perfectly aligned when welding them in place, or else the handling of the bike will be impaired.

The next step involved modification of the frame as it was to house a potent "Mc 45" engine. A jackshaft was used to provide gear changes, and is a necessary piece of equipment for good operation. A "flexo" jackshaft was used as it comes in kit form, and is easily adaptable to most mini-bikes. The old scrub brake assembly was cut out, and the jackshaft installed as far to the rear of the bike as was practical, in order to retain both good looks, and room for the engine.

A 5" tire-brake-sprocket combination was ordered from "Steen's," and is quite adequate for the job. The sprocket side is to the left, and a bracket was welded to the frame in order to accommodate a bolt which is to hold the rear wheel assembly rigid.

The engine mount used was a reed type unit, and is very solid. This was mounted as far forward as possible, and positioned so as to hold the engine centered on the frame to retain balance.

For looks, a 2 qt. chrome gas-tank from "flexo" was mounted behind the seat and below it. A bracket for holding it was made from the tubing that was cut from the front fork assembly.

The twist grip throttle and hand brake lever were ordered from "flexo," which add good looks.

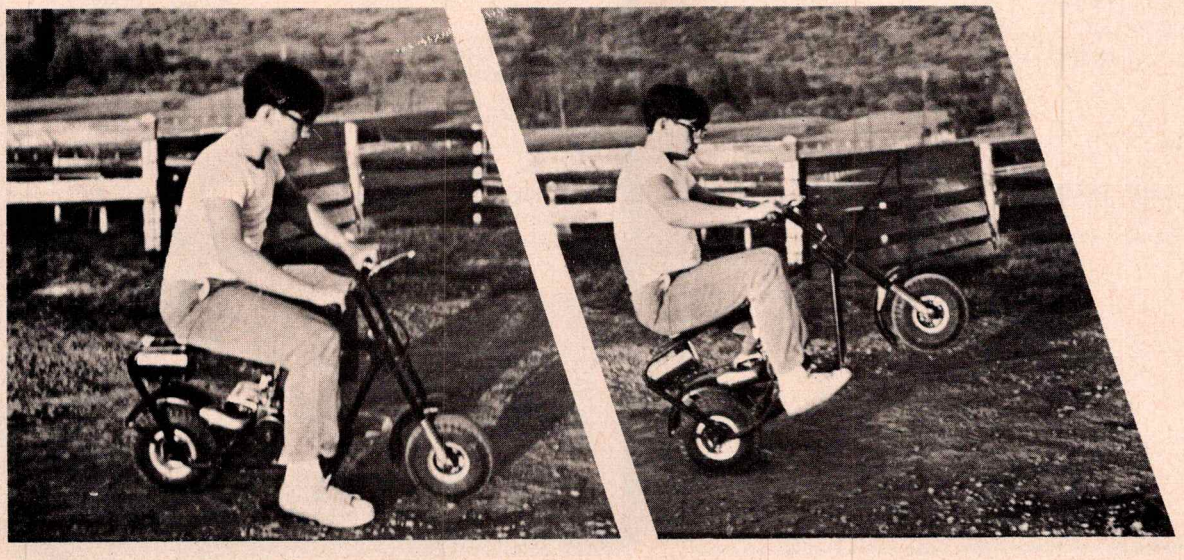
A pushbutton kill switch was mounted to the left of the twist grip throttle, which is a handy position for it, and the paint has to be scraped off underneath to allow good contact to the frame.

Now to the engine. As an air cleaner cuts down on power, I used a "hovey" stack, as its design helps keep dust out of the engine. A "fairfield" header gives a healthy roar, and seems to blend in with the bike. A 10 tooth "max-torque" clutch is very dependable and gives good performance, and rarely causes any trouble.

A recoil starter was mounted on the engine, and is a necessity for starting an engine on a mini-bike.

The mini-bike frame was painted black which goes well with the yellow and chrome on the engine. The entire project cost around $250, but considering the price, the performance is amazing. To date I've wiped out a Yamaha trail bike and it's easy to wipe out a Honda 250 on acceleration, but not top speed.

Todd Roberts
Box 36
So. Plymouth, N.Y.



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$14.95 COMPLETE
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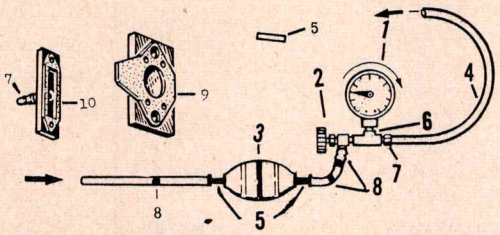

FLEXO PRODUCTS PRESSURE TESTING TOOL, Model FPPTT/007

Air leakage presents the most frequent service problem for all two-cycle engines because the crankcase must maintain both vacuum and pressure to operate properly and efficiently.

For this reason the FLEXO PRODUCTS pressure testing tool is designed to locate air leaks quickly under controlled conditions.

The pressure tester will perform other important functions! Testing of carburetors to determine whether internal valves are functioning correctly, and if an internal leak exists. Also for testing fuel line concnections and fuel tanks for leaks and proper venting.

The FPPTT/007 consists of the following components:

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9. Cover plate w/gasket	1.00
10. Cover plate w/coupling & gasket	2.00
Total value	$16.30

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RUSH ME a Flexo Pressure Testing tool at $14.95. I enclose plus 5% tax in Calif. $14.95 $_____

TOTAL enclosed $_____

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My 2-cycle engine model is: _____

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Act of October 23, 1962 Section 4369 Title 39 United States Code

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9. For completion by nonprofit organizations authorized to mail at special rates (Section 132.122, Postal Manual). The purpose, function, and nonprofit status of this organization and the exempt status for Federal income tax purposes. (If changed, publisher must submit explanation of change with this statement.): Not applicable.

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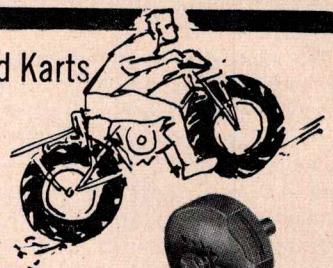
B. Paid Circulation		
1. Sales Through Dealers and Carriers, Street Vendors and Counter Sales	6,900	6,900
2. Mail Subscriptions	13,849	13,849
C. Tttal Paid Circulation	24,749	24,749
D. Free Distribution (including samples) by Mail, Carrier or Other Means	1,239	1,239
E. Total Distribution (Sum of C and D)	25,988	25,988
F. Office Use, Left-over, Unaccounted, Spoiled after Printing	312	312
G. Total (Sum of E & F—should equal net press run shown in A)	26,300	26,300

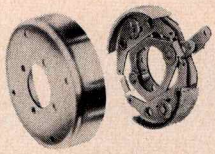
I certify that the statements made by me above are correct and complete.
Davis N. Lott
Publisher

for Mini-Bikes and Karts

SAFE & SMOOTH CLUTCHES & BRAKES



Mini-Bike clutch, smooth 2020 RPM engagement



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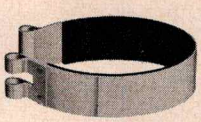

4-inch steel strap brake, heat resistant lining

These compact, easy-to-assemble Mercury clutches and brakes are famous for smooth and safe operation. Designed for long life, **they give you all the torque you can use.** Special racing clutches also available, favorite of the champions!

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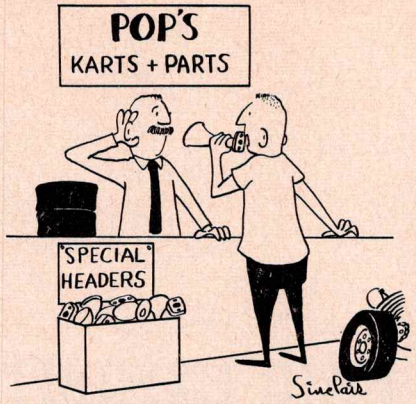
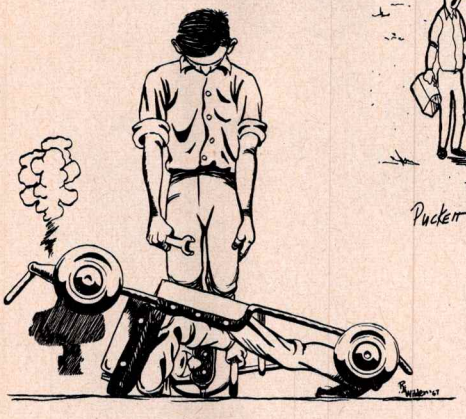
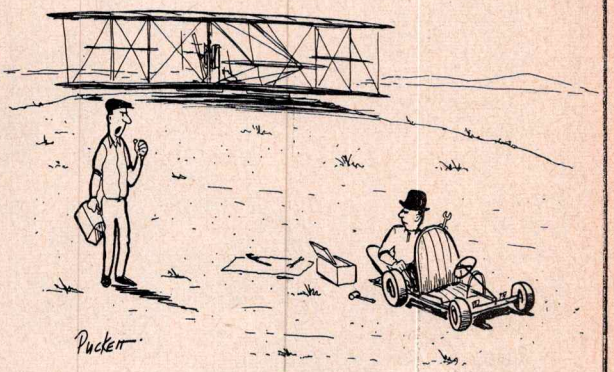
The Light Side



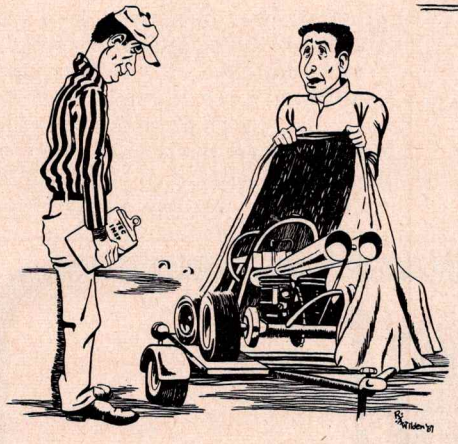
"I said, I wanted a 12 tooth sprocket."



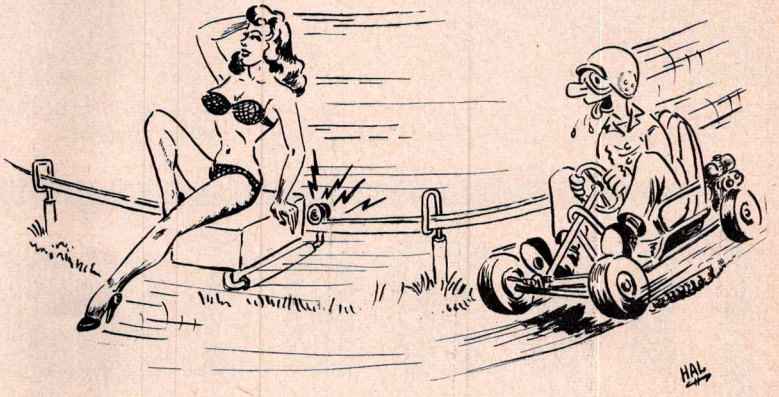
Well, Ed, how's that for low end power?...Ed?

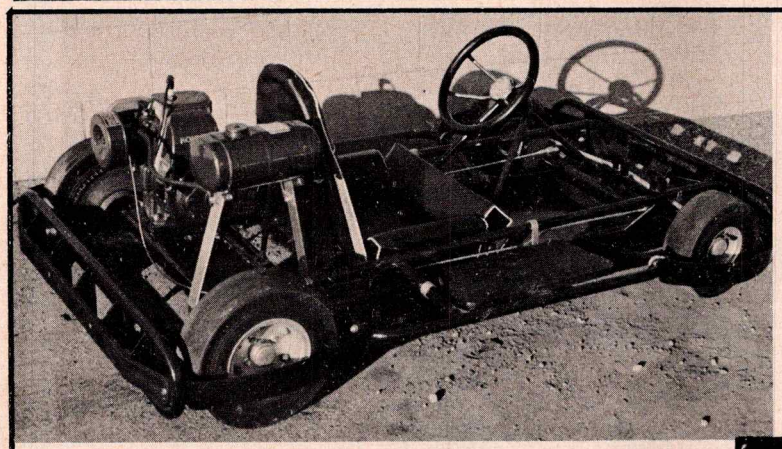


Come on Orville..., First things first...!



Ok then, would you believe B limited?





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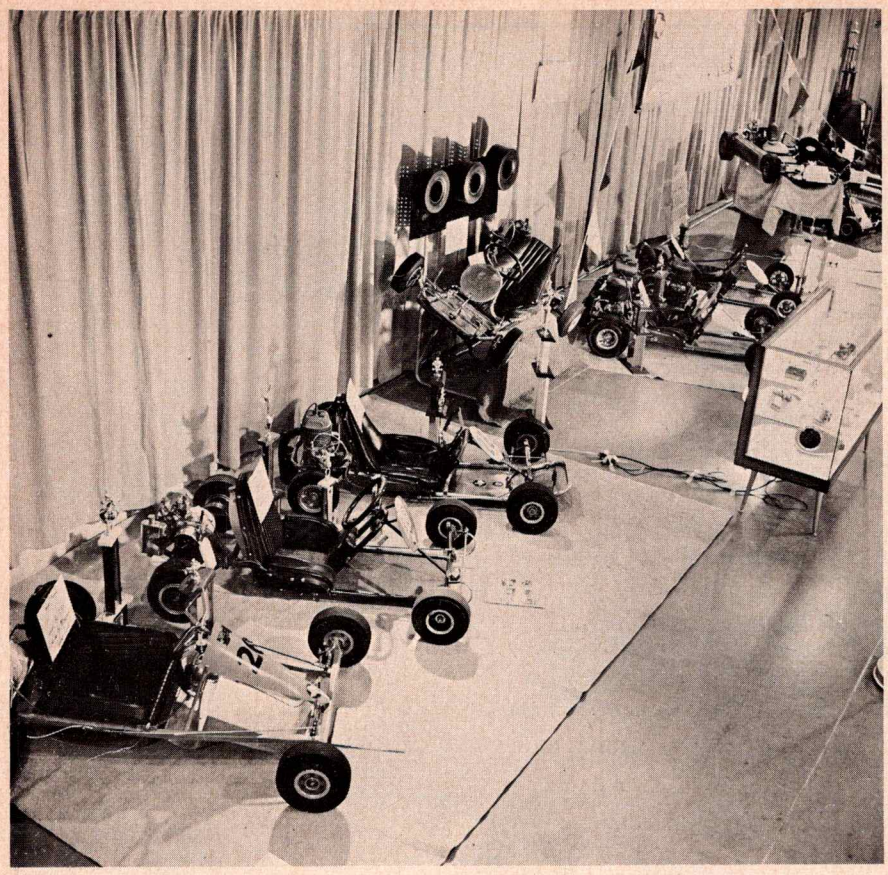

ARRAY OF KARTS — A "long look" at Lubbock Karting Association's display at the 1967 Panhandle South Plains Fair in Lubbock, Tex., is shown above.

FAIR EXHIBIT TELLS KARTING STORY

By RUBY OSBORN

Karting was publicized in a colorful exhibit by the Lubbock Karting Association, Inc. at the 50th annual Panhandle South Plains Fair in Lubbock, Tex., which attracts thousands of West Texas residents each year. After their initial display in 1966, club officials voted to reserve a larger space

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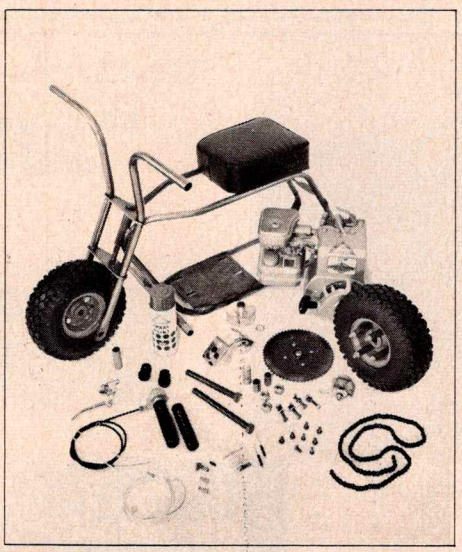
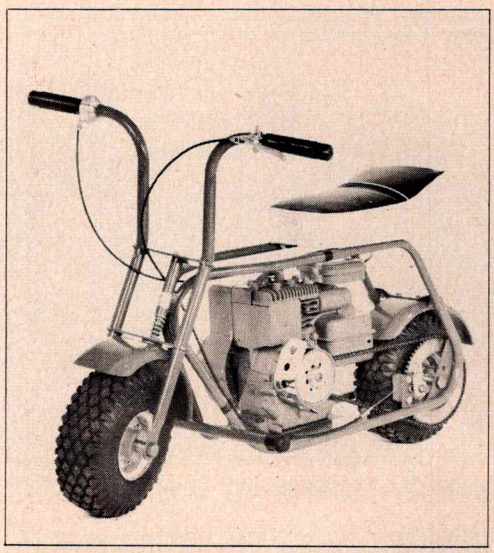


Model 400-K (kit) with 2¼ hp engine



Model 500 factory assembled with 3 hp engine

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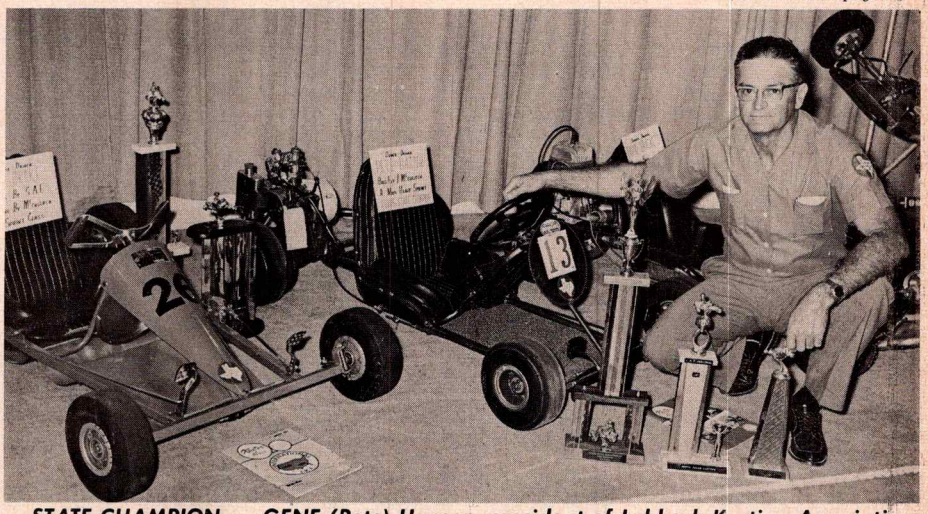
for the 1967 kart showing when A. B. Davis, fair manager, wrote the club president, "We have heard many, many nice compliments on the Lubbock Karting Association exhibit ... thank you – thank you – and thank you again...." The 1967 kart exhibit was more successful and is being talked about far and wide. Members of other kart clubs can publicize karting in their areas by sponsoring fair exhibits.

The eye-catching karts were displayed on gold carpeting against a gold-draped background with the club's banner, "Lubbock Karting Association, a Family Sport," on the center back-drop. Decorative lighting featured colored overhead spots complemented by floods and distinctive sidelighting. Each kart had an 8x10-inch placard made by club member, Richard Petty. Each placard identified the owner-driver, make of kart and engine, and class. Information on the Enduro karts listed the approximate speeds. Two of the Sprint kart placards identified the owner-drivers as IKF TEXAS STATE CHAMPIONS: Lee Christian, B Limited; and Gene (Pete) Harper, A Open Heavy.

Centering the array of karts, on an elevated turntable was a sleek black handmade kart–chosen for the exhibit to show what a determined young man and hours of hard work can create. Also of interest to the fair visitors were four show cases. One case contained protective clothing and another displayed kart accessories. The center show case contained a Mc101 engine and exposed engine parts and also included a carburetor and parts. The fourth gave the visitors a view of brake parts, manifold, etc. A typewritten card identified each item and mechaical part.

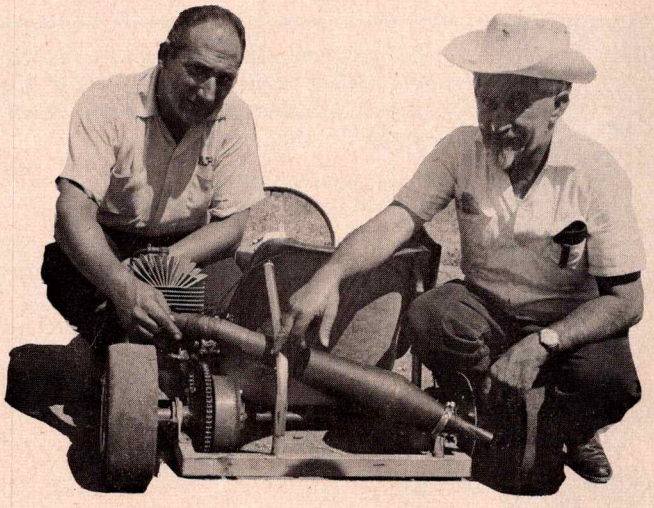
The project was under the direction of Irby Gene Harper, who, far in advance of the fair date, began planning the display layout. He lent authority and direction, but credited the smoothness and success of the task to the cooperative club members. An example of the club members' enthusiasm was 15-year-old Randy Shropshire, who dismantled his custom Enduro kart to the bare frame and repainted each part. Other members

(Continued on page 33)



STATE CHAMPION — GENE (Pete) Harper, president of Lubbock Karting Association, Inc., is shown with the Bug Fly/Mc 9 he drove to win the Texas State Championship in A Modified Heavy. Phil Drake is owner-driver of the 1967 SAE, left, which has invaded Bug country. Both were displayed in the club's fair exhibit.

CANCILLA AXLE CLUTCH



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(Continued from page 11)

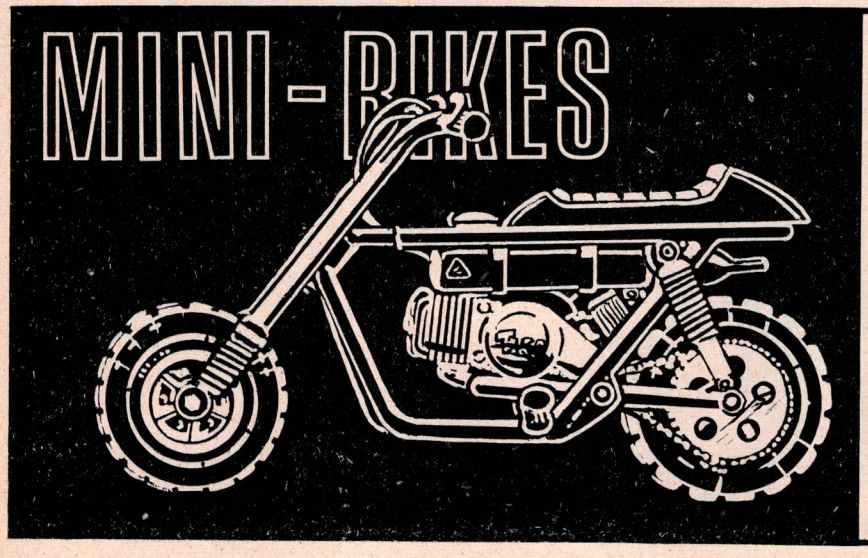
SAN ANGELO ENDURO BENEFIT WINNERS

PLACE ENTRY	CITY/STATE	KART/ENGINE
A MODIFIED LITE:		
1. Joe Sharp	Oklahoma City, Okla.	Hornet/MC90
2. Gene Renegar	Dallas, Tex.	Hornet/Mc9
3. Ronald Foster	Lubbock, Tex.	Special/Mc91
4. Alan Drake	Lubbock, Tex.	Bug/Mc45
STOCK LITE:		
1. Richard Peck	Waco, Tex.	Hornet/Komet
2. Lonnie Holliday	Fort Worth	Hornet/Komet
3. James Shores Jr.	Fort Worth	Kart/Komet
4. James Lindsay	Houston, Tex.	Special/Komet
STOCK HEAVY:		
1. Louis Goodwin	Waco, Tex.	Hornet/Komet
2. James Shores Jr.	Fort Worth, Tex.	Hornet/Komet
3. David Moffit	San Antonio, Tex.	Hornet/Parilla
4. James Lindsay	Houston, Tex.	Special/Komet
B OPEN:		
1. Ronald May	Austin, Tex.	Hornet/Mc91s
2. Elwood McMahan	Chickasha, Okla.	Hornet/Mc30s
3. Lowell Howe	Kerrville, Tex.	Hornet/Parillas
4. Cecil Lassiter	Abilene, Tex.	Hornet/Mc91s
A OPEN HEAVY:		
1. Joe Sharp	Oklahoma City, Okla.	Hornet/Mc90
2. Charles May	Austin, Tex.	Hornet/Mc91
3. Ronald Foster	Lubbock, Tex.	Hornet/Mc9
4. Chester Bruton	San Angelo, Tex.	Hornet/Mc--
B LIMITED:		
1. Sonny Jordan	Fort Worth, Tex.	Hornet/B-Bombs
2. Lee Christian	Lubbock, Tex.	Bug/B-Bombs
3. Jim Henderson	Abilene, Tex.	Dart/Mc75
4. R. J. Staples	Houston, Tex.	Hornet/B-Bombs
B STOCK:		
1. Louis Margos	Austin, Tex.	Special/Mc91s
2. Perry Nelson	Odessa, Tex.	Hornet/Mc91s
3. Gene Roland	Abilene	Hornet/Mc91s
4. Bennie Bishop	Ozona, Tex.	Hornet/Mc91s
JUNIOR STOCK:		
1. Keith Christian	Lubbock, Tex.	Bug/Parilla
2. Frank Shacklee	El Paso, Tex.	Custom/Mc91
3. Scott Jones	Odessa, Tex.	Hornet/Mc91
4. Ed Nesbitt	Austin, Tex.	Hornet/Komet
MODIFIED SPORTSMAN:		
1. Pat Patterson	Oklahoma City, Okla.	Hornet/Mc6
2. Irby Gene Harper	Lubbock, Tex.	Bug/Mc6
3. Charles Dillman	Norman, Okla.	Hornet/Mc6
STOCK SPORTSMAN:		
1. Barry Beuershausen	Port Lavaca, Tex.	Hornet/Mc--
2. Jim Corbell	Big Spring, Tex.	--/Mc9
3. Doris Curl	Kerrville, Tex.	Hornet/Mc9
4. Randy Shropshire	Lubbock, Tex.	Special-Mc90

(Continued from page 17)

HOBBS ENDURO II RESULTS

PLACE: ENTRY	CITY/STATE	KART/ENGINE
JUNIOR STOCK:		
1. Keith Christian	Lubbock, Tex.	Bug/Parilla
2. Arno Brittain	Lubbock, Tex.	Bug/Parilla
3. Larry Pinckert	Amarillo, Tex.	Bug/Mc91
4. Frank Shacklee	El Paso, Tex.	Hornet/Mc91
5. Scott Jones	Odessa, Tex.	Hornet/Mc91
STOCK HEAVY:		
1. Marvin Shairrick	Lubbock, Tex.	Bug/Parilla
2. Lynn Strickland	Fort Worth, Tex.	Hornet/Komet
3. Henry Caffey	Lubbock, Tex.	Hornet/Parilla
4. Jerry Donahew	Fort Worth, Tex.	Hornet/Komet
5. Franklin Parsons	Lubbock, Tex.	Bug/Parilla
OPEN HEAVY:		
1. Bruce Bowers	Houston, Tex.	Hornet/Mc30
2. Leonard Chapin	El Paso, Tex.	Cactus/Mc9
3. Robert Hicks	San Angelo, Tex.	Hornet/Mc9
4. Chester Bruton	Odessa, Tex.	Scorpion/Mc91
5. Bill Jones	Odessa, Tex.	Hornet/Mc9
STOCK LITE:		
1. Earl Cook	Abilene	Hornet/Mc91
2. Claude Galloway	Odessa, Tex.	Hornet/Komet
3. David Johnston	Lubbock, Tex.	Bug/Parilla
4. Judy Holmes	Fort Worth, Tex.	Hornet/Komet
5. Joe Orr	Irving, Tex.	Bug/Parilla
OPEN LITE:		
1. Buddy Ferrell	Kermit, Tex.	Hornet/Mc9
2. Willie Bowers	Houston, Tex.	Hornet(Mc30
3. Rick Spoonts	Houston, Tex.	Hornet/Mc91
4. L. O. Barton	San Antonio, Tex.	Hornet/Mc9
5. Martin Cargile	Abilene, Tex.	Hornet/Mc91
B STOCK:		
1. Robert Young	San Angelo, Tex.	Hornet/Parillas
2. Lowell Howe	Kerrville, Tex.	Hornet/Parillas
3. Larry Greenfield	Big Spring, Tex.	Hornet/Parillas
4. Perry Nelson	Odessa, Tex.	Hornet/Mc91s
5. Richard Pinckert	Amarillo, Tex.	Bug/Mc91s
B LIMITED:		
1. Butch Likins	Clovis, N. M.	Bug/WB 820
2. Phil Drake	Lubbock, Tex.	Bug/Mc75
3. Ralph R. Cummins	Hobbs, N. M.	Bug/Mc75
4. E. A. Morgan	Clovis, N. M.	Hornet/WB 820
5. Lou Fetters	El Paso, Tex.	Hornet/WB 820
B OPEN:		
1. Bobby Foster	Stephenville, Tex.	Hornet/Mc90s
2. Gene Harper	Lubbock, Tex.	Dart/Mc9s
3. Jerry Hammack	San Antonio, Tex.	Hornet/Mc91s
4. Jim Corbell	Big Spring, Tex.	Special/Mc91s
C OPEN:		
1. Lou Fetters	El Paso, Tex.	Hornet/WB 820s
2. Bill Pritchett	Amarillo, Tex.	Hornet/WB 820s
SPORTSMAN:		
1. Bill Shearman	El Paso, Tex.	Hellcat/Mc6
2. Irby Gene Harper	Lubbock, Tex.	Bug/Mc6
3. James Gunn	Odessa, Tex.	Mc/Mc9



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FAIR EXHIBIT (Continued from page 31)

cleaned and polished their karts to a gleam. The public could hardly believe that the Enduro karts on display had been driven in the Hobbs Enduro only a month before the fair and that the Sprint karts were in the Lubbock races a week before the fair.

Harper's outline of work included:

–Determine the number of karts needed to give an overall picture of karting.

–Contact owners to ask their cooperation in getting karts ready for the display.

–Locate equipment and props needed to make the exhibit colorful, attractive, and informative.

–Appoint committees for work detail.

–Assign teams to man the exhibit.

–Make last minute check to see that committees and kart owners were ready to set up the display the day before the fair opened.

–Check display each morning, turn on lights and remain at booth until a team was on duty.

FAIR VISITOR—Barbara Smith poses with the trophy presented by Lubbock Chief Goodfellow to Lubbock Karting Association in 1966 in appreciation for the club's annual benefit race.

–Alert team for next shift and verify their credentials for admission to fair grounds.

–Arrange for pickup of karts and equipment after fair closing.

–Return all props.

Karts chosen for the exhibit were:

ENDURO: Junior Stock – Bug/Komet; B Stock – Bug/Parilla; A Open – Custom/Mc9; B Open – Dart/Mc9; Sportsman – Custom/Mc6; A Open – Custom/Mc45;

SPRINT: B Limited – Bug Sidewinder/B Bomb; C Open – Bug/B Bombs; A Stock – Bug/Parilla; A Open – SAE/Mc75; A Open – Bug/Mc45; A Stock – Bug/Parilla.

Harper's final task before the fair opening, and a most vital one, was to contact and assign teams to man the display. The teams wore identifying club shirts with name plates and were responsible for keeping an eye on the equipment and answering questions asked by the throng of visitors. Teams were husband-wife, father-son, or mother son and at least one person on each team was an active karter. This proved to be important–"Karters like to talk KARTING and KARTS" and women were interested in the feminine viewpoint.

All the work in the exhibit was done by club members and at the end of the six-day fair, each had participated in some manner. Everyone was dog tired but they enjoy discussing their experiences. Stage another one? Why not? It was fun! The kart exhibit at the 1968 Panhandle South Plains Fair will be BIGGER and BETTER.

EDITOR'S NOTE: Fair officials have overruled their policy–a hobby group display to be limited to two years successive showings–and Lubbock Karting Association has been honored with an invitation to participate a third successive year.

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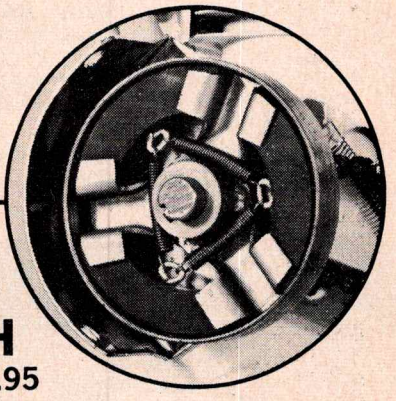

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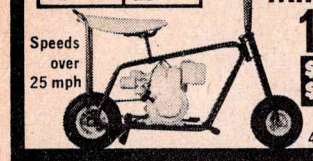

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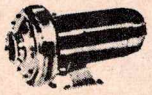

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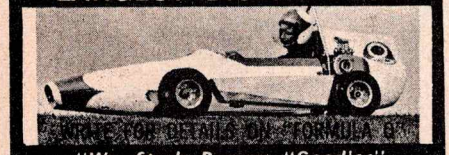

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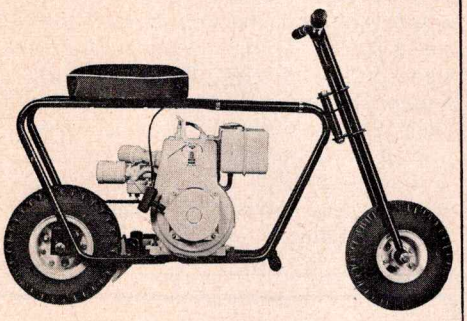

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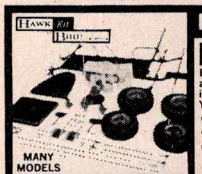

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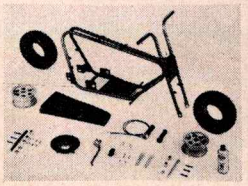

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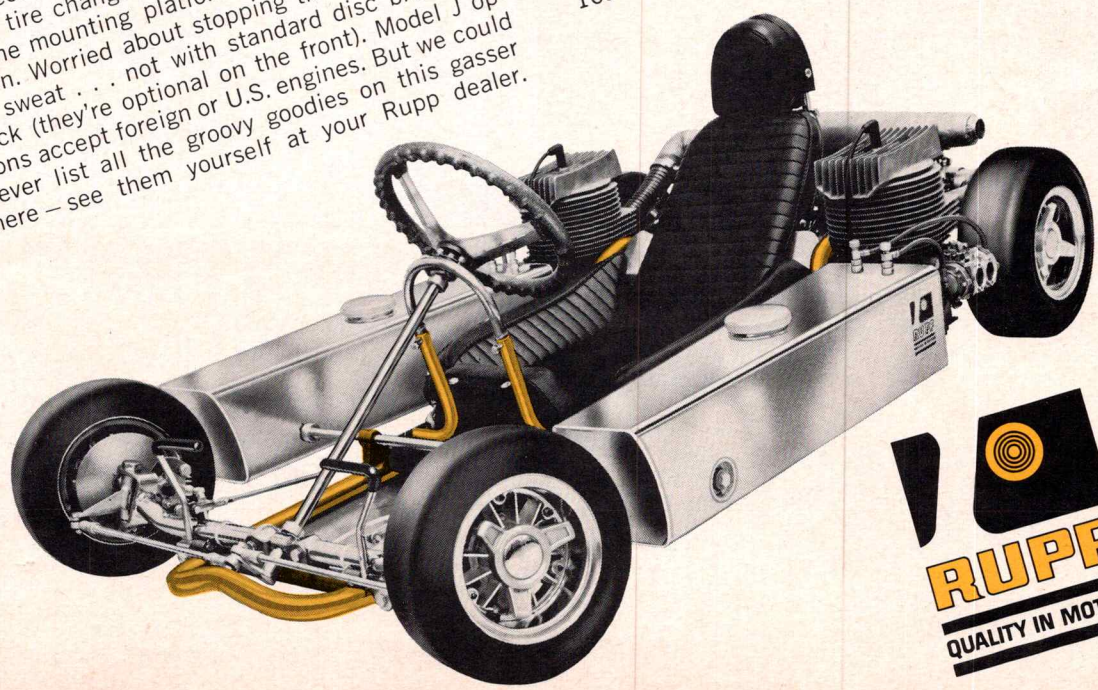

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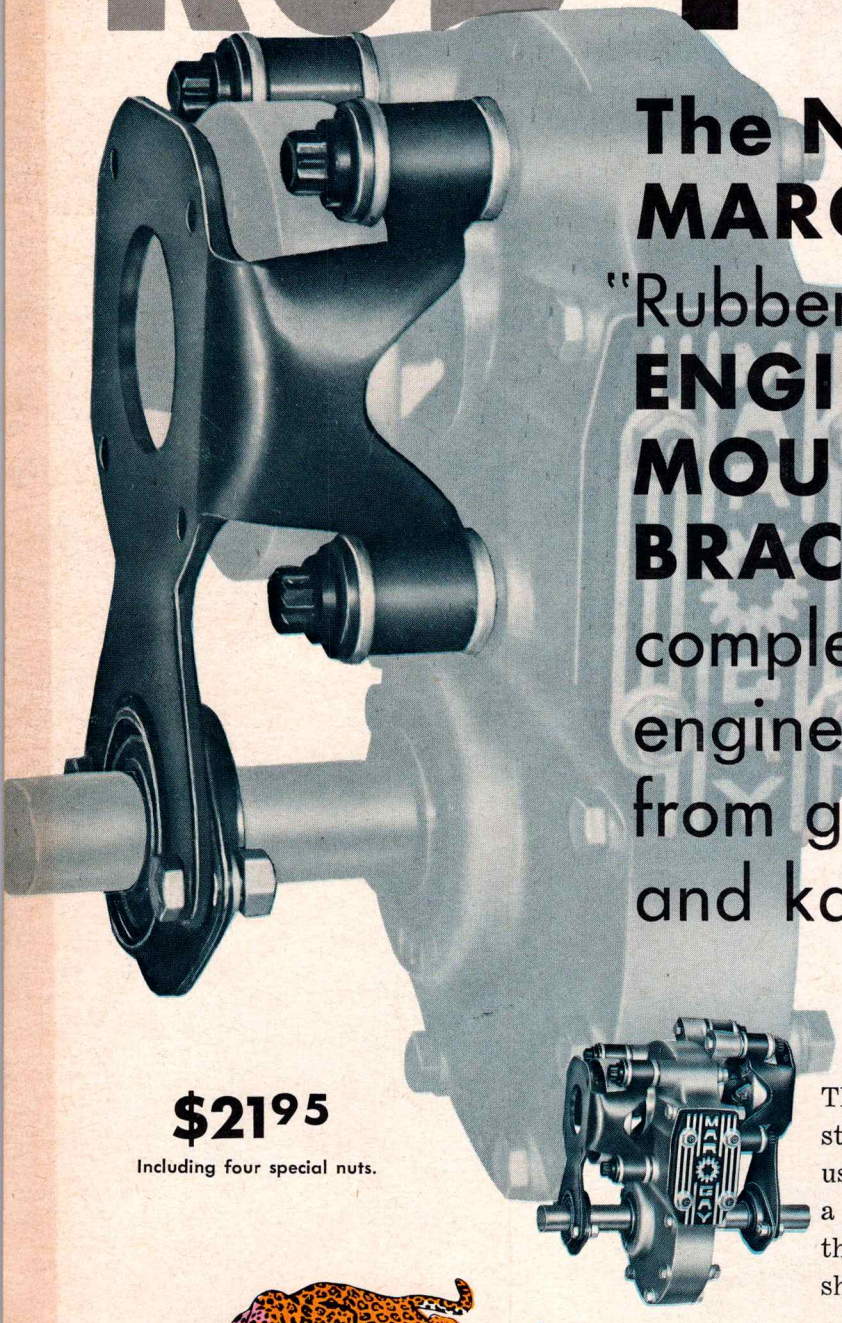

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